02836

RAILROAD

APRIL 1978

MAGAZINE $1.00

302596 WRD 0788H095 04 R JAN79
MICHAEL J WARD
788 HOLBROOK
SUNNYVALE CA 94087
04
71486 02836
04

Announcing a major breakthrough in black and white film

It had to happen eventually.

It had to happen because today's professional and serious amateur photographer has a clear-cut need for a 400 ASA black and white film with improved grain and consistently excellent tonal quality.
A film that would produce prints with sparkle and brilliance.

But they needed more. They needed a film that could be pushed to extreme speed without losing these superior qualities.

Now they have it. It's called Ilford HP5.

A major photographic magazine tested HP5. They reported obviously finer grain and outstandingly superior sharpness, especially in the highlight and shadow areas. Their prints revealed richer tonal values. They were comparing HP5 at rated speed with the leading 400 ASA films available today.

Clearly the sharpest, brightest, fastest 400 ASA film you can buy.

But these tests were done at 400 and a lot of people aren't satisfied with 400 ASA. Action, sports and news photographers must work in low light conditions or at high shutter speeds. They need more. HP5 delivers more.

Ilford HP5 has the extraordinary ability to respond to push processing like it really enjoys it. Some photographers regularly shoot HP5 at 800, others at 1200. All agree that it can be pushed to much higher speeds with better results than ever before.

You'll have to decide what film speed is best for your needs, your subject matter, your processing technique. But as a guide, think about how you now shoot. Then think how you'd like to shoot.

Now you're ready for HP5.

ILFORD

RAILROAD Magazine

Adventurous Railroading and Rail Hobbies—Founded 1906

April, 1978
Vol. 103, No. 6
ONE DOLLAR

Our new address: 150 East 58th Street, 35th floor, New York, N.Y. 10022

FREEMAN HUBBARD
EDITOR

GORTON T. H. WILBUR
ASSOCIATE EDITOR

MICHAEL A. EAGLESON
STEAM LOCOMOTIVES

JIM EDMONSTON
DIESEL LOCOMOTIVES

BARBARA KREIMER
INFORMATION BOOTH

STEVE MAGUIRE
TRANSIT TOPICS

SY REICH
TECHNICAL EDITOR

HARRY C. EGNER
PUBLISHER

BILL BALGLEY
ADVERTISING MANAGER

JOSEPH MUCCIGROSSO
CIRCULATION MANAGER

ROBERT SMREK
PRODUCTION MANAGER

LAURETTA SILVER
CIRCULATION SERVICES

RAILROAD MAGAZINE is published monthly by Popular Publications, Inc., 150 East 58th St., New York, N.Y. 10022. Second-class postage paid at New York and additional mailing offices.

Copyright © 1978 by Popular Publications, Inc., under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form.

Single copy $1.00 Subscription in U.S.A.: one year $10, two years $18. Elsewhere: one year $17, two years $28. Title registered in U.S. Patent Office. Send all subscriptions and renewals to Railroad Magazine, Portland Place, Boulder, Colo. 80302. Address other mail to 150 East 58th St., New York, N.Y. 10022. Printed in U.S.A. Please query the editor before submitting manuscripts. We exercise care in handling unsolicited material, but assume no responsibility for its return.

FEATURES AND STORIES

Spring, Dammit! by Harry K. McClintock 2
Too Much Solar Energy, by Wm. T. Church . 14
Easing up the Slack 16
Railroading in the Old West 16
Self-Appointed Trainmaster, by J. Gwin 18
Texas Ice Storm, by William O. Gibson 23
Photographs of the Month 28
Noel T. Holley, Interesting Railfan 184 by Freeman Hubbard 34
Sidetrack the Old Ones, by E.S. Dellinger ... 38

DEPARTMENTS

The Mail Car 4
Passenger Train Survey ... 20
Transit Topics by Steve Maguire 24
In Search of Steam with Mike Eagleson 44
Trackside in the Diesel Age with Jim Edmonston 48
Information Booth Ask Barbara Kreimer 54
Hobby Club, by Sy Reich .. 58
Books of the Rails by Gorton T.H. Wilbur ... 60
The Switch List 63
Coming Events 63
Pen Pals Wanted 64

CHANGE OF ADDRESS: Postmaster, please mail Form 3579 notice to: RAILROAD, Portland Place, Boulder, Colo. 80302

Boston & Maine freight conductor greets Greenfield, Mass., crossing tender.
Boston & Maine Railroad

"Haywire Mac" author of poem.

Spring, Dammit!

by HARRY KIRBY McCLINTOCK

The Spring is here; my hair is turning gray,
I'm getting fat and tame and house-broke—gee!
I'd like to travel back along the way
And see the kind of Spring I used to see.
I walked today beside the railroad track;
There came a freight train, ponderous and slow,
And from the roof there waved a grinning "shack,"
And, Oh, boy, how I longed to grab and go!

Out there are miles and miles of shining rails,
And jungle fires beside the track—Oh, man!
And wanderers who gossip of those trails
And drink their Java from a blackened can.
I'd like to wait for trains outside Cheyenne
And grab one as it toils up Sherman Hill,
And visit Jimmy Durkin's in Spokane,
And line up at the bar and drink my fill.

For fifteen years now, I've been sleeping soft;
I have a good job, but it is indoors.
I'd like to hear a locomotive cough
And see if I could sleep on boxcar floors.
Who wants to hold a job? Who wants to be
So steady and so virtuous a thing
As merits man's approval? Hell, not me!
I'd rather be a hobo—in the Spring.

(Note from Freeman Hubbard: "Haywire Mac," the author of this poem, a personal friend of mine, was the most colorful railroad man I've ever known. He was mostly a boomer switchman and brakeman. Often he'd quit work for days, weeks, or even months at a time to sing in a rich deep voice and strum his guitar in saloons, hotels, dance halls, etc. He also had a radio program and did considerable writing for *Railroad Magazine*, including some all-time favorite true tales, but is best remembered for his "Big Rock Candy Mountains" and "Hallelujah, I'm a Bum." Unless you heard Mac sing these songs of his, you haven't really lived.)

Mudhop? Well, no, but Georgia Beckerman would like to be. This Kansas University student is seen in the Santa Fe yards at Lawrence, Kansas, looking over a boxcar with legend, "The Route of the Super Chief." Who knows of a railroad company that wants to hire a tall, slim, pretty railfanette?

Fred R. Whitehead, 2720 Bonanzo, Lawrence, Kan. 66044

SD-9 No. 4317 glides smoothly out of Southern Pacific's Roseville, Calif., facility Search Building under the hand of hostler trainee, Gwen Morris.

Fred Rothschild, 3320 Churchill Rd., Sacramento, Calif. 95825

MAIL CAR

where editors and readers meet

OUR FRONT COVER, courtesy of the Southern Railway's *Ties* magazine, is a colorful springtime scene on the Southern near Mobile, Ala., shot by the company's chief photographer, Tom Emmons.

Our back cover photo, entitled "Heading into the Sunset," shows a rush-hour PRR train of MP 54's rolling through a cold dusk in December, 1966, at Kearny, N.J. It was created by Walter Olevsky, P.O. Box 64, Carlstadt, N.J. 07072, with a Yaschion-Mat camera and high-speed Ektachrome film. We think both of these covers are great pictures.

Our Monthly Newscast

THE SANTA FE has nearly completed building a revolutionary new train for piggyback service that is expected to save up to 15 percent fuel. Constructed in the company's Topeka Shops, it should be ready for service by the time you read these words. Its eleven articulated cars, called Ten-Packs, have a capacity for 110 trailers. Each car hauls ten trailers on skeleton units which are little more than center sills with a fixed hitch at one end and a platform on the opposite end to carry the trailer wheels.

"The train weighs about 15 percent less than a conventional train of equivalent carrying capacity," says ATSF president Larry Cena. "Because of this decreased weight, we think we'll save about 5,200 gallons of diesel fuel on each Chicago-Los Angeles round trip. The equipment's lower profile, with less wind resistance, should yield additional savings. A decision on whether or not to build additional equipment of this type must wait until we have had some experience with the new train."

Ten-Pack equipment is said to be more economical to build and maintain than ordinary piggyback. It is not designed for interchange with other railroads but will operate between major Santa Fe terminals.

Oregon Short Line 1538 on local train 86 at Caldwell, Ida., about 1922.
Henry R. Griffiths, 821 Houston Rd., Boise, Idaho 83704

PENN CENTRAL is selling the luxurious furnishings and fixtures of the once-great Commodore Hotel, named for Commodore Cornelius Vanderbilt and adjoining Grand Central Terminal in New York City. On the opening day of the "million-item sale" some 3,000 persons paid $2 each to get into the 26-story edifice. The sale, according to National Liquidators of Dayton, Ohio, which is conducting it, could take several months. Afterward the 2,000-room hotel will be converted by Donald Trump, a New York developer, into a 1,400-room Hyatt Regency convention hotel.

But those who go to the Commodore for the sale are not concerned over the price of Mr. Trump's purchase ($10 million), the cost of new construction ($90 million), or the reason why the edifice closed in July, 1976 (because its bankrupt owners, PC Railroad, owed the city $10.3 million in property taxes and could not afford to keep operating the hotel).

What mattered, as Harold Miller, a Manhattan antiques dealer put it, was what was available. In the midst of the mostly Scandinavian-style furniture being offered, Mr. Miller found a Queen Ann miniature desk that he bought for $150 and said he could sell for "maybe $225, or $250."

A TANK CAR modification facility is being built by Union Tank Car Co., an affiliate of Trans Union Corp., Lincolnshire, Illinois. Due for completion this coming July, the $8 million plant will occupy 63 acres east of Cleveland, Texas, 45 miles north of Houston. It will give UTC the expanded facilities needed to modify existing UTLX cars and, in addition, several hundred privately-owned cars to meet recent changes in Federal regulations for equipment hauling compressed gases. The program involves tank-car insulation, steel jacketing, head shields, and couplers.

CONRAIL has found a new supplier for the 175 to 200 tons of coal it needs daily to operate the New Haven Division's 200 commuter trains and won't cut back on service as extensively as it had expected.

PAYDAY CHECKS were very slow in reaching about 2,000 Conrail employes at Buffalo, N.Y., recently. They'd been put on the wrong train and sent to Canada!

Reserve Table Space Now!
NEW ENGLAND'S
LARGEST RAILROAD
COLLECTORS and MODELERS
FLEA MARKET

at RAILFAN'S DAY
EDAVILLE R.R.
June 17 & 18, 1978*
Send now for your Registration Form
EDAVILLE R.R.
P. O. Box 7
So. Carver, MA 02366
* Note: Railfan's Day June 17 Only. Flea Market June 17 & 18.
Tables $5.00 one day, $7.50 for two days.

RAILROAD EMBLEMS
In decorative logo wall clocks, plaques, Belts & Buckles, key chains, Fobs, Pen Sets, Tie Tacs, jewelry, Conductors Buttons. Quantity Custom designs available. Industrial Inquiries Welcome.
Insignia Clock & Specialty Co.
P.O. Box 112
Wonder Lake, IL 60097

The Authentic Railroaders Lantern

There really isn't a thing we can say about the Stainless Steel Conger Lantern, that hasn't been said thousands of times before by professional railroaders since 1910. They've loved it and learned to depend on it, and so will you.

Campers, homeowners, farmers, mechanics, treasure hunters, collectors, sportsmen, and of course railroad buffs, anyone who needs a long lasting, heavy duty, dependable, portable lighting unit can now own a Conger Lantern. More than a light, a piece of history for a price far less than you'd expect to pay.

$9.95 Add $1.50 for postage and handling.
We will include the battery for an additional $2.25.
Money back guarantee. Made in U.S.A.
Send check or money order to:

TRACK SHACK
P.O. Box 20574d
Portland, Oregon 97220

A sextuplet-header? When railway veterans tell stories of the real tough winters they had to fight, they weren't kidding. This photograph was taken in 1918 near Napiuka, Nan. Although the engines have long since been scrapped, snowplow 400659, built in 1913, is still alive and well in service.

Canadian Pacific

CITY FIREMEN of Warsaw, N.Y., and a Conrail train crew had a rendezvous at a fire in the middle of a frigid night. The engineer of a Buffalo-to-Hornell train radioed the Wyoming County sheriff's office that his locomotive was afire. The sheriff alerted firemen and Warsaw police. They struggled up to the slippery, West Hill crossing, met the train and doused the fire . . .

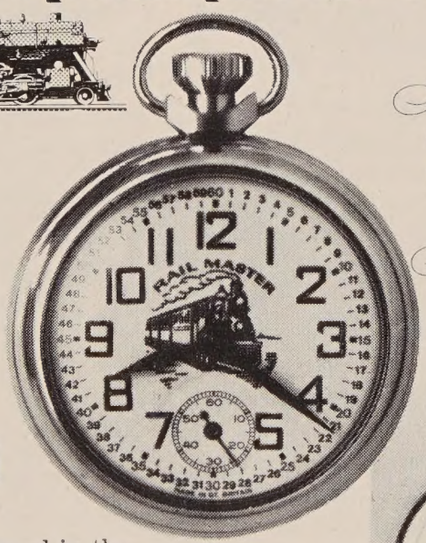
KENNETH I. SAWYER, a retired Army major general who has headed the lagging Northeast Corridor rail improvement project for the last two years, has been dismissed, along with his deputy, Gregory T. Haugan.

Transportation Secretary Brock Adams says the $1.8 billion program to refurbish the rail system in the corridor for high-speed trains might not meet its 1981 completion target. Having complained publicly about the lack of progress on the project, he became increasingly dissatisfied.

A CLASSIC RAILROAD WATCH

A DEPENDABLE TIMEPIECE IN THE OLD-TIME TRADITION!

ONLY $11.95



Beautifully Engraved Backplate

Jeweler's Gold-Tone Finish

A modern Pocket Watch patterned in the traditional *Railroad Style* used for decades by railroad men to keep exact, split-second time. Accurate! Dependable! A watch you'll be proud to own or give as a gift—now at an *amazing LOW price!* Precision movement, extra large markings, second hand, and heavy-duty case finished in polished jeweler's Gold-Tone with swivel. A steam locomotive is handsomely embossed on the backplate! Two styles of Gold-Tone Double Link Watch Chains are available or a fine quality leather holder to keep your watch securely on your belt. *Supplies are limited —order today.* Money-Back Guarantee!

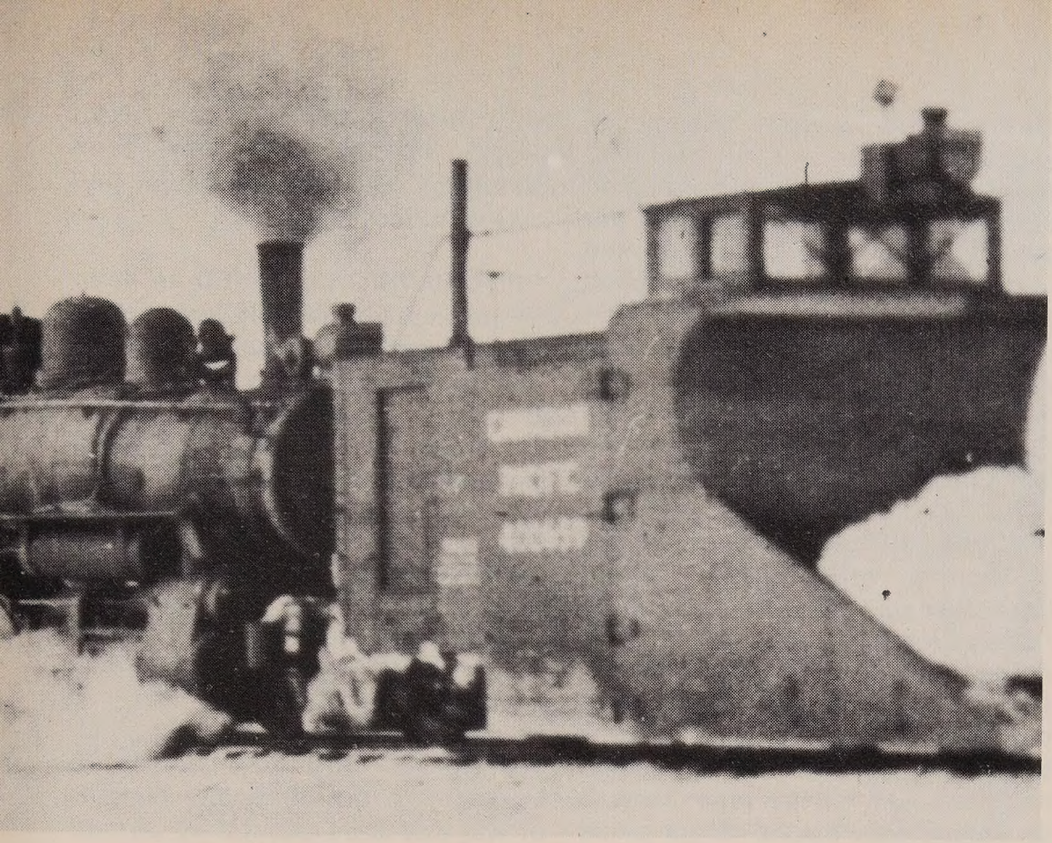
No. 5131A—Railroad Pocket Watch 11.95
No. 5145—Double Link Watch Chain 1.98
No. 5146—Deluxe Heavy Watch Chain 2.98
No. 5135—Leather Watch Belt Holder 4.98

(Please enclose 80¢ on each order to pay part of shipping & handling costs. N.Y. State residents please add sales tax.)

MAIL YOUR ORDER TODAY — SATISFACTION GUARANTEED OR YOUR MONEY BACK!
FOSTER-TRENT INC., 2345 POST ROAD, DEPT. 290-N, LARCHMONT, N.Y. 10538

New Railroad is Opened

THE INAUGURAL RUN of the new Spencerville & Elgin Railroad was made out of Spencerville, Ohio, on January 4th. When Conrail took over the bankrupt Erie Lackawanna on April 1, 1976, it announced that the line linking Spencerville would be abandoned. Then four major rail-using concerns united their efforts to provide their own rail service. The new company, besides caring for its founders, aims at making a profit through serving other companies en route. It connects with another shortline, the Erie Western, which



runs between the Indiana border and East Judson, Ind., and, through a series of such connections, will connect with Chicago.

A Public Unity Commission ruling handed down to a shortline railroad in Indiana permits use of a two-man crew on a train until it reaches the limits of Chicago, when a third man must join the train for movement through Chicago.

The date for the S&E inaugural run was 99½ years after the Toledo, Delphos & Indianapolis narrow-gage began service in Spencerville. The TD&I was opened June 25, 1878, and its station stood south of the present Erie depot. Rail service to Spencerville also was offered by the Chicago & Atlantic Railroad which opened May 1, 1883, running from Hammond, Ind., to Marion, Ohio. The right-of-way through Spencerville was deeded to the railroad by Johnny Keith, an early settler.

In subsequent years the railroad was known as the Chicago & Erie, then the Erie, and in 1961 it became the Erie Lackawanna, which abandoned passenger service in January, 1970. In earlier years, all Erie passenger trains stopped in Spencerville to take on water for the locomotives, and there was a large coal dock east of town to refill the tenders.

The Personality Parade

TRUSTEE for the bankrupt Milwaukee Rod is Stanley E.G. Hillman, formerly chairman and chief executive officer of the Illinois Central Gulf Railroad and vice chairman of its parent company, IC Industries. Hillman, 66, is a British-born naturalized U.S. citizen. He is likely to play a major role in the proposal for merging the financially shaky Midwestern railroads into a much smaller network than the one now existing. Executives of at least four strong railroads indicate they might be willing to take over parts of the weaker railroads if the latter are liquidated. But these brass collars, like U.S. Transportation Secretary Brock Adams, are aghast at the suggestion that Congress create a Midwestern version of Conrail.

As of now, Hillman has more than a full-time job in trying to put the Milwaukee back on its feet. This great road might have been saved from bankruptcy, according to Congressman Fred B. Rooney, chairman of the transportation subcommittee of the House Commerce Committee, if the Federal Railroad Administration had acted faster to distribute Federal funds earmarked to bail out financially troubled rail lines.

ROBERT BOMBAUGH, an attorney for The Rock's creditors, takes a pessimistic view of the possibility of rehabilitating the CRI&P. "The game has been played," he says, "and the game has been lost."

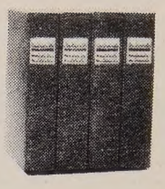
JOYCE WOODALL a former hairdresser from Florence, Ala., is now a Louisville & Nashville "trainman" on

GET ORGANIZED!

Here's a set of 4 sturdy files that holds over 4 years of your favorite 8½ × 11 magazines.

4 MAG FILES $4.95

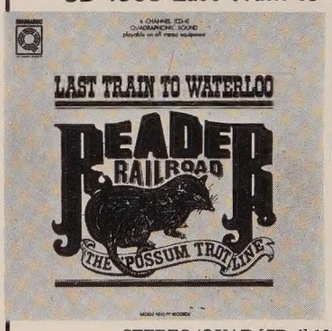
Send $4.95 plus $1.00 for postage and handling to:
DGM INDUSTRIES
P.O. Box 222-J, Cheshire, CT. 06410
(Conn. residents add 7% sales tax)



Classic Locomotive Available for Sale

How often does the opportunity arise to acquire a genuine piece of Americana? Currently available for sale is a diesel electric locomotive that is a functioning part of this country's railroad history. Engine number 4385 is still performing yeoman service in the shipping yard of Borg-Warner's York Division plant. Built in 1942 by the Vulcan Iron Works of Wilkes Barre, Pa., this classic locomotive still can pull its weight. Company is phasing out rail system in favor of more modern system of transport. Here is your chance to own a real railroad collector's item. Contact York Division of Borg-Warner, York, Pa. 17405. 717—846-7890, ext. 3772. All inquiries invited.

RECORD of the MONTH
SB 4503 Last Train to Waterloo



to readers of RAILROAD $7.29 this month ONLY to your DOOR

STEREO/QUAD [CD-4] 12" LP

A memorial album to the Reader RR, the last regularly scheduled steam powered mixed freight-passenger to operate in the U.S.A. per the Official Guide. All three locomotives are featured, No. 1702, No. 11, No. 108. Includes a doubleheader, and rear helper action. Deep in the piney woods of Arkansas, some of the finest old time railroad sounds abound, and we got 'em.

Offer good only during month of this magazine issue.

— FREE Catalog upon request —

Mobile Fidelity Records
P.O. Box 336, Burbank, Calif. 91503
or see your Hobby/Record Dealer
Stereo 8 or Quad 8 Track Tape — $7.49
Stereo Cassette—$7.49
Foreign, Add $1.50 postage. Calif. Residents Add 6% tax.

The "DO" Lines
by Edward Lewis. The story of the new short lines Designated to Operate track unwanted by Conrail. The first 9 roads formed plus info on expansions and obituaries caused by Conrail. Diesel & Steam! 8½x11", 122 pages, color covers, 120 plus photos, rosters, maps. Softbound $7.95, limited hardbound edition $12.95 ppd. Penna. residents add 6% sales tax.

BAGGAGE CAR, Box 223, Strasburg, PA 17579

RAILROAD EMBLEMS
FOBS & TIE TACS
Over 450 R.R. patches, more than 160 Fobs, Buckles and Tie Tacs. Send $2 for 44 page catalog.
M.B. AUSTIN
P.O. Box 1056 San Mateo, CA 94403

CLOTH
RAILROAD EMBLEMS
HICKORY STRIPE ENGINEER CAPS
SERVING: RAILROADS—MUSEUMS—
DEALERS—INDIVIDUALS—CLUBS
HISTORICAL SOCIETIES
INQUIRIES WELCOMED
OVER 375 DIFFERENT DESIGNS IN STOCK
MANY FROM DEFUNCT LINES
LIST & TWO SAMPLES EMBLEMS $1.25
BOSCH EMBROIDERY INC.
P.O. BOX 8565 KANSAS CITY,
MISSOURI 64114
ORIGINATORS & MANUFACTURERS OF RAILROAD EMBLEMS SINCE 1926

REAL STEAM TRAINS
15" — 16" — 24" — 36"
GAUGES

"LITTLE TOOT"
CROWN METAL PRODUCTS CO.
WYANO, PENNA. 15695
Send for FREE circular

Railroad Dining Car
Silverware, China,
Glassware & Linen
For FREE Catalog
send now to
A&M SALES
P.O. Box 133
Greenlawn, N.Y. 11740

the Birmingham Division. She resides at Columbia, Tenn., with her husband, Jimmy, an L&N engineer. Deciding that she needed a change from her 8-to-5 indoors job, Joyce had turned to the L&N after hearing her husband talk so much about railroading. She was hired last spring. Her duties include coupling cars, setting handbrakes, and lining up switches. She also watches for signals, shifting loads and obstructions on the tracks.

YOUR JANUARY '78 cover painting by Victor G. Westman is, I think, the best cover you've ever had. The more I study that scene, the more it grows on me and the more I appreciate it. Like Vic's previous *Railroad* cover on the May '77 issue, it is a dynamic work of art, full of feeling and beautifully executed. Vic is a great artist. If he should ever decide to get prints made from this one and offer them for sale, please count me in.

Changing the subject: someone gave me an old solid brass cuspidor stamped "Property of the Pullman Silver Palace Car Co." I understand George M. Pullman formed that company on the Central Pacific, but in Nevada only, in the early 1870s after buying out that road's Jackson & Sharp-built Silver Palace sleepers. Who can tell me where to get further information?—Thomas W. Solomon *(Interesting Railfan* and painter of steam engines), 103 W. Church St., Headland, Ala. 36345.

(Ed. note: Consult Pullman biographies, of which there are several. As for Vic Westman, who is a member of the Brotherhood of Locomotive Engineers, Div. 783, North White Plains, N.Y., the BLE newspaper *Locomotive Engineer,* January 20th issue, gave more than a half-page tribute to him, his career, and his art work. Included were reproductions of his two *Railroad* covers and one of his exquisite pen sketches.)

TEEN-AGER Keith Proctor, a heart patient needing hospital care, was rushed from Henderson, Ky., to Nashville, Tenn., on a snowy night last winter in a red caboose pulled by a freight engine (rail lingo for such a train is "caboose hop") on the Louisville & Nashville. Other trains were "put in the hole" to let it go through. The special was run because a record snowfall blocked the highways. Preceding it, for use if necessary, was a hi-rail, a vehicle that can navigate both highways and rails. The boy's mother joined him for the trip to Nashville, reports H.H. Weber of Jonesboro, Illinois, and several other readers.

FOR HAVING DESIGNED an internal locomotive manifold swirl retention spark arrester, Charles M. Smith was given the Smokey Bear Award for outstanding achievement in forest fire prevention. Charlie is Conrail's manager of mechanical engineering and locomotives. The award was presented in Washington, D.C., jointly by the Advertising Council, Inc., the National Association of State Foresters, and the U.S. Forest Service.

The spark arrester, first used by Penn Central, has been adopted system-wide by Conrail for use on all 16-cylinder naturally aspirated locomotives. It reduces the number of wayside fires caused by carbon sparks emitted by diesel power.

Working with Pennsylvania's Department of Environmental Resources and the U.S. Forest Service Equipment Development Center in San Dimas, Calif., Smith got his spark arrester approved in 1975.

"Our arrester is up to 99.9 percent efficient," he says proudly. "The AAR and the Commonwealth of Pennsylvania's requirements require only a 90 percent efficiency rating."

Smith, a 20-year railroad veteran, is now working on a similar device for 12-cylinder locomotives.

Two Prosperous Railroads

UNION PACIFIC announces a new high in capital spending for this year, $585 million, a 40 percent increase over 1977. According to UP Chairman James H. Evans, this reflects basic optimism about the road's long-term prospects. The budget includes nearly $220 million for capital improvements, $156 million for equipment, and $64 million for road and fixed plant betterments. It calls for building 810 new cars and rebuilding 872 in the company's own shops at Omaha, Neb., and Portland, Ore., as well as buying 800 jumbo covered hoppers.

Also, among other items, 280 miles of new continuous rail, 100 miles of new centralized traffic control signaling and related equipment, and about 5 miles of additional mainline track on Sherman Hill in Wyoming. Furthermore, three of UP's industrial affiliates have record budgets totaling $365 million (a million dollars a day).

A turbine double-heading with Jeeps. Union Pacific gas-turbine-electric 10-10B, with four units Nos. 720, 719, 729, 707, at Dale, Wyoming, with 124 cars grumbling along on a sunny day in 1960.

SOUTHERN RAILWAY plans record capital spending of more than a quarter-billion dollars in 1978, following its best year ever, with net income likely to exceed $100 million for the first time in the company's 83-year history. Southern's capital improvements budget of $253 million for this year is well above the previous high of about $200 million in 1977.

Southern President L. Stanley Crane said these figures reflect the road's success in meeting its financial goals of growth and profitability. He added: "They also reflect our confidence in the continuing growth of the territory we serve, and our response to the demand for more and better rail transportation."

Southern's total acquisition of new freight equipment and locomotives in 1978 is expected to exceed $154 million. More than $15 million is budgeted for continuing work on the $43 million, push-button classification yard at Linwood, N.C., plus an additional $5 million for other yard and terminal projects. The company also plans to spend $36 million on new rail, much of it continuous welded rail.

A $9.2 million outlay for CTC will include, among other things, completing a system between Birmingham and Sheffield, Ala. Improvements will be made in communications at a projected cost of nearly $1.5 million, particularly to finish a microwave link between Asheville, N.C., and Knoxville, Tenn. At the same time, Southern's terminal information processing system for computerized car inventory and waybill processing will be expanded over a 4-year period at a total cost of some $8 million.

"We Can Handle It."

TWO YEARS AGO, Union Pacific spent $14 million on a single-track mainline between Gibbon, Neb., and Kansas City, Missouri. Longer sidings, high-speed turnouts, and advanced signaling were installed.

"Today, the line is carrying a great increase in traffic," says Ed Schafer, UP's general director of public relations and advertising.

The moral of Schafer's story is that railroads can greatly expand their carrying capacity by upgrading existing routes. Generally, there is no need to get additional land or lay out new routes.

Why, then, should the nation spend so many tax dollars to buy land and disrupt lives so that more and bigger trucks can drive on heavy-duty concrete ribbons enveloping even more of our increasingly precious land? Railroaders ask also why the Government should, for instance, spend nearly a half-billion dollars to allow larger barges on the Mississippi River route when rail capacity is going unused.

The Gibbon-to-Kansas City story is being duplicated on many sections of the Union Pacific system as well as on other railroads. It gets to the heart of the ad campaign sponsored last fall by the Association of American Railroads. Four illustrated ads, published in the *Wall Street Journal* and other metropolitan dailies and business magazines, carried the theme, "Today's railroads, America's Untapped Resource."

Why were such ads necessary? Why do some Americans think that the iron horse—which developed the West, in addition to countless other achievements—is now getting tired?

"Simply because," Schafer says, "the railroads are getting a lot of bad comment in political and business circles regarding their capability."

Much of this emanates from competitors—from the automobile industry, the gasoline industry, the bus, truck waterways, and airplane interests. When some Northeastern Corridor railroads got into trouble a while ago, the news spread like wildfire across the nation. Have you ever observed to what extent the newspapers as well as TV and radio broadcasters cater to a very large segment of the public that just loves bad news, especially when it hits someone else? Did it ever occur to you that the listeners and viewers would be bored by newscasts that no longer emphasized disasters, crimes, scandals, and bad news in general?

So the media gleefully dishes

out—and often exaggerates—unfavorable news. This policy tends to give, among other evils, the impression that the failure or one railroad, or several roads, means that the entire principle of the flanged wheel on the steel rail is outmoded—which, of course, it isn't.

The AAR ad campaign may be continued on an expanded basis, keyed to business and political leaders and large audiences. In essence, the nationwide effort to convince Americans that railroads are up to the job typifies what UP adopted as its slogan many years ago: "We Can Handle It."

Wrecks of Long Ago

WHO CAN supply details of a New York Central cornfield meet that occurred about 1 a.m. on a spring day in about 1919 or 1920 at Wyatt's crossing, six miles west of Schenectady, N.Y.? We had a farm at Glenville, N.Y., 800 feet above the Mohawk River. I was then 12 or 13 years old. Today I am 70. My father was taking my sister and me to school at Schenectady. On this fateful day, when we reached Rector's crossing we found trains uncoupled and lined up for as far as we could see and we knew something was wrong. At Wyatt's crossing the disaster lay in full view! It was an awful sight. Later, I learned that around 119 people had been killed and I don't know how many others injured.

As I remember the story, an express train had been late leaving Buffalo, and at Syracuse a wooden-bodied coach and a Pullman had been coupled in ahead of it. Then at Wyatt's, just inside the signal bridge, a passenger local developed a hot-box and stopped. Just above that point were another signal bridge and a curve. The express came roaring down the Mohawk Valley at 70 mph, trying to make up lost time. The fireman was shoveling coal. When he looked up, he saw a yellow signal at Rector's. He called over to his engineer, whom I understand had died of a heart attack.

The fireman took the throttle. He set the brakes, climbed up onto the rear of the tender, and jumped off into a field of oats, breaking both legs. The express rammed into the rear of the train ahead. Its locomotive exploded, killing both fireman and engineer. The express loco did not blow up, but I saw her driving rods that had been hurled about 300 feet into the field. Rails were bent up around telegraph poles and wheel trucks were flung over almost to the highway. The telescoped cars had been smashed into kindling wood.

I understand that the only witnesses to the accident, aside from those aboard the trains, were a farmer and his daughter on their way home from a dance. Where can I get further information?—William P. Riedell, 3728 Hoover St., Kalamazoo, Mich. 49008.

A BOOK by Dwight Lydell tells about a wreck at Paradise, Calif., in

Scenes Along the Right-of-Way, Present and Past

Union Pacific

Signal maintainer checks voltage on one of the new safety sealed-beam strobe lights (upper light) on UP grade crossings.

You don't see these mail craines any more such as this one near the old Niantic, Conn., depot on New Haven in 1944.

Archieves of New Haven Railroad

One-man operation. Union Railroad of Oregon shown at Union, Ore., in 1977, has a single employe, one locomotive, Plymouth No. 1, and one canine watchman. Two cars have just been picked up at Ronde Valley Lumber Co. The one-man crew runs the engine, couples cars, throws switches, and puts the canvas covers in place atop the woodchip cars. The little Plymouth is a model HLC-2, built in 1928. This is a recent diesel rail operation. Any railfan know of similar steam rail incidence?

William T. Morgan, AG2, OPS/MET Code 30, NAVSUPPFOR Antarctica, FPO, San Francisco 96601

the summer of 1909. It says: "A freight train of 28 cars coming from Stirling City ran away when its air-brakes failed. Some of us were on our way to the old Polytechnic baseball field and were about at the Congregational Church when we heard the screaming whistle and saw the train flash through Paradise. Rushing down to the track, we rode the caboose to the wreck. The conductor had shown the presence of mind to cut the caboose loose from the train and slow it down with the hand-brake.

"The train derailed on a curved embankment about one-half mile below the depot. The engineer and brakeman jumped and were killed. Lumber in the pile-up at the wreck site caught fire and I, along with others, fought the flames all night to stop it from spreading the timber across the road. Had the freight not been wrecked, it would have crashed head-on into a passenger train coming from Chico, which it was to have passed on the siding at Paradise."—F.W. Wessel, 2401 H St., N.W., Washington, D.C. 20037.

Santa Fe Ruling Grades

THE SANTA FE could have benefited from using the later developments of simpled, articulated motive power. But earlier attempts to use compound Mallets had ended in failures, operational difficulties, and expense.

When John Purcell became mechanical chief officer of the Santa Fe before World War I, he began phasing out these locomotives, either having them rebuilt to rigid-frame engines or scrapping them. All were off the books by mid-1920s. Except for 8 Norfolk & Western compound 2-8-8-2's, acquired during World War II, never again would this road use any articulated locomotives. Seven of the N&W engines were sold to the Virginian Railroad and one was scrapped, the tender going to the 3705, a 4-8-2.

On ruling grades, ascending or descending, the steepest is over Raton Pass, which the Colorado Division operating timetable says is 184.8 feet per mile on the north, or Colorado, side and 175.3 feet on the south, or New Mexico, slope. Both sides have 3 to 3½ percent.

The eastbound grade at Glorieta, N.M., is listed at 158.4 feet; the Cajon grade in California at 158.4 feet westbound and 116.2 feet eastbound. Sorrento Canyon grade, north of San Diego, is 116.2 feet or 113.5 feet westbound. The Grand Canyon branch shows 170.4 feet eastward at Apex, Ariz., and 158.4 feet westward north of Williams. This branch is now out of service, but the track is still in place and is still listed in the Albuquerque Division employes timetable. Grades of over 3 percent are encountered there.

Other grades include one at Yampai, Ariz., 105.6 feet eastward and another one of 97.7 feet at Maine, Ariz., both above on the mainline. Supai grade on the Phoenix branch has 95.0 feet eastward and over in New Mexico the Abo Canyon grade is 66 feet per mile, lying between Belen and Mountainair.

The abandoned Iron Mountain or Iron Springs grade between Skull Valley and Prescott, Ariz., was 3 percent or more. It was abandoned and torn up several years ago when the railway was relocated north and west of Prescott to Abra, 28 miles north. Lesser grades, of course, are scattered over the system. Most of them used helpers during steam days. Today an occasional diesel is pressed into service, except where train-radio-controlled slave units are employed.

I do not know grade figures on the Southern Pacific track over Tehachapi Pass. Perhaps some reader can tell me.—William O. Gibson, 4427 30th St., San Diego, Calif. 92116.

Views and Reviews

TRADITIONALLY, coal trains and river barges have been used to move coal over long distances. Another method uses a coal-slurry pipeline, but only one such line is active today. The coal-slurry method transports a half-and-half mixture of pulverized coal and water from the mine to the receiving station, where the slurry is then "de-watered," leaving only pulverized coal.

A coal-slurry pipeline stretching

from Wyoming to Arkansas has been proposed. Congress will soon decide whether or not to grant eminent domain rights so that it can be built. But the results of a comparative cost study, done by Professors Shao Lee Soo, Department of Mechanical and Industrial Engineering, and Michael Rieber, Center for Advanced Computation, both at the University of Illinois, indicate that building such a system may not be worthwhile. After determining the components of each transportation system, examining coal industry data, and comparing costs for comparable time periods, the researchers conclude that rail transportation is the cheapest, long-distance, coal-moving method.

Rail shipment can be the least expensive because railroad tracks already exist, and even if the tracks need to be expensively upgraded, the cost would still be less than that of building a new coal slurry pipeline. River travel is cheaper than rail travel, but adequate rivers are not always handily placed between the producer and the consumer, which means additional gathering, distribution, and storage costs.

The findings show that upgraded railroad transportation is cheaper than building a new pipeline. This data will be released by the Bureau of Mines and the Federal Energy Administration and will be important to upcoming energy legislation. As coal plays an ever-increasing role in our future, Rieber and Soo are ensuring that efforts to transport it stay on the right track.—*Engineering Outlook*

THE FOLLOWING POEM, entitled "Coal Train," was written by Patrick Irelan, 431 E. Jefferson, Iowa City, Iowa 52240:

Vancouver's old 374 crossing the gorge and Spuzzam River, at Fraser Canyon, British Columbia, heading west from Kettle Valley line.

The road curves south
through the fog.
We cross an overpass
while a coal train
sways along beneath it.
You can't see the beginning
or the end of the train—
just a line of cars
coming out of the fog
and disappearing again
in the gray hills.

We pick up speed,
and the coal cars
fall away behind us.
The train moves
slowly through the fog,
following its invisible engine,
across Ohio.

Memories of Long Ago

McCULLOCH'S WONDER, by Barrie Sanford, 269 pages, 9x6″, hardbound, photographs, maps, Whitecord Books Ltd., of Canada, price in Canada $12.95. Elsewhere in North America it costs $14.95.

Building a railroad through Coquinalla Pass in the Hope Mountain Range in southern British Columbia was a formidable task. Barry Sanford has done a first class job of digging up authentic information on the construction, operation, and maintenance of Kettle Valley Railroad. The many photos in that book are great: motive power, wooden trestle bridges, etc.

In the 1920s I was a CPR steam locomotive fireman on that line out of Nelson, B.C. Although I never worked through Coquinalla Pass, I made many trips through it, riding the cushions to and from Vancouver. Crossing over those high trestles was an adventure in itself. Gazing down into those seemingly bottomless canyons was awe-inspiring. I often marveled at the "impossible" task of blasting out a right-of-way high up on the mountain side.

Sanford describes such construction in days when manpower was the only way to build such a railroad. I well remember heavy winter snows on the line at times when a rotary plow was the only means of clearing the right-of-way. Many a trip I've made with a hand-fired coalburner pushing a rotary. Reading *McCulloch's Wonder* takes me back to 50 years ago. I relived those fantastic days and nights of scoop swinging, often with poor-grade coal, on the division between Nelson and Grand Forks, and trips to Trail, B.C., with full tonnage loads of lead-zinc concentrates for a big smelter.

I worked over some tough grades,

Canadian Northern Ry. freight train at Langley Station, B.C., in 1924. No. 1047 was similar to Canadian Pacific engines on Kettle Valley.

Both pictures Vancouver Public Library, Vancouver, B.C.

but nothing to compare with Coquinalla Pass. As Sanford points out, it took the great American railroad builder James J. Hill to get the CPR to build through the Hope Range. It's fascinating to read incidents that occurred when two giant rail systems, the CPR and Hill's, struggled to gain control of that route—Bert Lanning, 717 Pandora Av., Victoria, B.C., Canada V8W 1N9.

Canada Heard From

VANTERM, Canadian National's newest container facility, made history the other day when CN and a stevedore firm were called upon to lift the world's largest bulldozer from a ship's hold onto a heavy-duty flatcar. The mammoth earth-moving machine was built in Japan and destined for operation near Fort McMurray, Alta., where it is now being used to remove overburden from the tar sands. The monster is 20 percent larger than its nearest competitor.

"It didn't faze our people at Vanterm," said CN marketing officer Albert Thompson. "It was just a piece of cake for our mobile crane, which can handle up to 250 tons. We took only 30 minutes to transfer the 94-ton machine from ship to railcar."

FOR 24 YEARS Harold Palmer makes trips to Toronto's Royal Winter Fair from Kensington, Prince Edward Island, sharing a boxcar with his prize livestock. He travels with his pigs and Guernsey cows to ensure they are fed and watered properly and, for the last couple of years, to make sure they are not injured.

"The railway operation in Quebec has really deteriorated in the last couple of years," he says. "During the shunting onto other trains the bumping and jostling is really violent."

Last fall, eight Maritime exhibitors accompanied their livestock to Toronto by rail. One farmer traveled by boxcar from British Columbia and one from Alberta. Years ago, most exhibitors rode the rails with their livestock. Now those from the West send their livestock by truck and drive their automobiles to the nine-day Toronto fair where almost 18,000 head of livestock are displayed.

MIKE HUMNISKI brought *The Canadian* from Kenora into Winnipeg 16½ hours late and closed his throttle for the last time. It was his final run. But he was smiling just the same. The delay wasn't his fault. He'd had to wait it at Kenora until crews repaired a washed-out track.

Mike retired after 39 years in CP Rail service that began in 1928 when he was 15. Laid off during the Depression, he was re-hired as an engine wiper in 1938. In 1941 he started firing and in 1948 made his first run as a locomotive engineer. He said his best days were in the time of steam and he never had a serious accident.

Greg and Frank, two of his sons, told of how their father had taken them for train rides when they were five or six years old.

"We couldn't see out the window, so he brought an apple box for us to stand on," Frank recalls. "He used to hide us around the corner when the inspector came. At night we sometimes slept in the bunkhouses."

Mike says: "I loved the sound of steam working. These things," pointing to a diesel, "take it all away from you."

JOHN L. JAMIESON, Canadian Pacific's oldest railway pensioner and a former member of the original North West Mounted Police Force died at age 100 in Victoria, B.C., on December 10th. When he joined the Mounties in 1893 he was only 16, although enlistment age at that time was 21. In 1898 he quit the force to work for CP as engine wiper and he moved up the ranks so that by the time he retired, in 1942 Jamieson had become a district superintendent.

He must have taken excellent care of his health, especially with regard to good nutrition, in order to reach the century mark.

On Rail Lines Overseas

SUDAN RAILWAY TRAINS are always overcrowded and overbooked. Even buying a ticket is no assurance that you'll have a seat. It's legal and fairly safe to ride on top of the train. But don't let that discourage you from exploring any of the million square miles in Africa's largest country. Sharon Keller, who has been there, recommends the 435-mile run from Khartoum, the nation's capital—a place famous in British history—westward to Nyala, the capital of Southern Darfur province. But not during the rainy season, June through September.

When boarding in Khartoum, you can stuff your backpack—no fancy luggage, please—inside one of the coaches. In another small bag, to accompany you rooftop, pack your valuables and roof-riding essentials: a canteen and cup (in the afternoon heat, water soon becomes a priority); a towel or blanket to sit on, a hat, and, a book to read.

"Don't forget your ticket," Sharon advises. "At least one time en route the sure-footed conductor makes his way roof-length from engine to caboose—a daring shuffle among all the people and parcels—checking that all riders have paid their fares. A fourth-class ticket, costing about $3, is sufficient.

"It's a long ride. The official schedule says two days between the cities, but it usually stretches out to three-plus. There are more than 30 station stops of various lengths, plus frequent slowdowns for sand or camels on the tracks. The natural scenery of sand and scrub is endless but it is punctuated by visual surprises—the bright colors of desert birds, the thatch-hut villages like photos from anthropology texts, and the dark children appearing from nowhere, racing alongside the train, screaming for bread.

"The train whistle brings women and children trackside at each village, selling watermelon or sweet fried pastry or spiced bean patties. Throw down a shilling, and a boy will toss you a mango. Lower a bandanna with a few piasters, and a girl will fill it with peanuts or salted melon seeds." seeds."

You reach journey's end incredibly dirty. Your climb down at Nyala station, rescue your pack, and hire a horse-cart to take you to the town's only hotel, where you can shower and sleep for less than $2.

NEW ZEALAND is introducing a nation-wide computerized freight-car-control system similar to the one used in the United States. This follows six years of investigation and, according to the country's Minister of Railways, "will have as much impact on the operating methods of railways as the change from steam to diesel locomotive power."

INDIAN RAILWAYS are now using two-tier sleeping cars on three express trains that connect New Delhi with Calcutta, Madras, and Bombay. Each has 48 berths and can seat the

same number of passengers on day services.

JAPANESE NATIONAL RAILWAYS also have introduced new first-class two-tier, sleeping cars between Tokyo and Kagoshima and other routes. Each car has 14 compartments, a side corridor, crew cabin, and two washrooms.

MIKE EAGLESON should be interested in this news. Engine No. 224 was stoked up again at Adelaide in South Australia on Jan. 4th for the first time in about 20 years. The occasion was the 100th birthday of the Port Adelaide to Semaphore Railway. The old steamer, class RX, built in 1915, was brought out of retirement for the day by the Australian Railway Historical Society. On board was a hand-bell which was rung continuously as the train puffed along Semaphore Road.

This is now the only railway in South Australia where a passenger train goes along the roadway. The round trip on the short branch line takes about a quarter of an hour. Its organizers claim that at 30 cents return, half price for pensioners and children, it is perhaps the world's cheapest steam train trip. There were 11 trips throughout the afternoon and evening and about 700 people enjoyed the rides.

For true enthusiasts of the iron horse there are two longer trips—from Adelaide to Semaphore, stopping at all stations and back again. At the end of the line sideshows were open recalling the good old days not only of steam but of the Semaphore Carnival traditionally held at that time of year.

Also of interest to steam fans is the Zig Zag Railway, with former Queensland engine 1047, which rolls over viaducts near Lithgow with 70-year-old coaches carrying holiday-makers. In the past two years, the railway, run by a voluntary co-operative of 150 enthusiasts, has taken more than 105,000 passengers down the mountain and pulled them back up again, across the sandstone viaducts and through a tunnel, puffing steam and smoke into the darkened coaches.

Built in 1869 as part of the rail link to western New South Wales, the Zig Zag was a major engineering feat in the nineteenth century, bringing the railway line from the top of the Blue Mountains down 150 metres to the floor of the Lithgow Valley.

Forty years later, in 1910, new tunnels bypassed the route, and the bush was allowed to reclaim the site until the Zig Zag Railway Co-operative was formed in 1968. On October 18, 1975, the co-operative reopened part of the Zig Zag for steam trains—106 years to the day after the first train rolled across the viaducts to Lithgow. The co-operative now owns seven locomotives, built in Queensland, France, and the United States, and 12 coaches.

Elsewhere in Australia, two unions have ended a long-standing dispute. The guards (conductors) had been demanding the right to drive electric trains in emergencies, but the enginemen's union opposed this on the ground that they lacked sufficient qualifications to do so. An arbitration commissioner compromised by ruling that guards be permitted to drive trains in emergencies but only to the next station.—A. Mann, P.O. Box 3, Drummoyne, New South Wales, 2047, Australia. ●

TOO MUCH SOLAR ENERGY

by William T. Church

Conductor, Missouri Pacific Lines

THE POSSIBILITY of using solar energy in railroad operation reminds me of an engine failure caused by such energy that tied up a mainline railroad and threatened the existence of a vital army supply line in wartime.

It occurred in the summer of 1943, when I was a sergeant in the 711th Railway Engineers Battalion and we were hauling land-lease war material from the Port of Khorramshahr, Iran, to the Caspian Sea over the Iranian State Railways. At that time, Old Sol slipped in a "Sunday punch" that changed the U.S. Army's style of railroading in the Iranian desert.

The Ahwax-to-Khorramshahr line was an operation over a flat, sun-baked, barren, uninhabited stretch of real estate, a place where travel in summer was almost sure death if you happened to be stranded there.

Overnight, the mild Persian spring had rushed into a scorching summer. The sun became a violent red ball of fire. Dark-complexioned GI's turned a shade darker each passing day. The steel cabs of the Alco-built Mikes felt like a good imitation of the blast furnaces at Gary, Indiana. Through this the sweating GI's of the 711th grimly worked their trains.

On a very warm May day, Sergeant Joe Childers was at the throttle of the 42-416, an Alco Mike, pulling No. 131 across this burning strip of Hell, his only desires being to stay alive and to get his train into the Ahwaz Terminal before the intolerable sun reached its zenith for the day. In

his haste to race Apollo's golden chariot, Joe had decided to risk running the water tank at Hossenieh and going on to Hamid for water, where, after a quick drink for the iron horse, his next stop should be Ahwaz.

While he and his fireman were making the usual water-stop inspection of their engine, the sergeant-conductor picked up a line-clear ticket from the GI telegrapher, a document that gave them the right-of-way to Abe Tamour. Then Joe blasted out of Hamid. His short, squat engine stack belched thick, black oil-smoke. The talk from it broke the ancient desert silence with a parting salute to the lonely brass pounder.

In the steel cab Joe twirled his reverse wheel until it reached its best working spot and the fireman adjusted his firing valve to regulate the bellowing oil fire, while the rest of the crew then settled back to listen to the exhaust that pierced the shimmering air.

As they rocked along, Sergeant Childers nodded to the slim, young fireman in the direction of the sleepy skipper dozing on the sand box, and they both smiled. Then the hogger glanced up at the water-glass. It was down from the usual half-glass that he normally carried. Reaching up, he put his injector on. But instead of the expected hum of water flowing through the pipes, hot steam gushed from the overflow pipe. Sergeant Childers shut it off, tried again, and got the same results. His sunburnt face blanched with fear as he realized his injector wouldn't work—and the water in the boiler was getting low!

"Try your gun," he yelled to the fireman on the left seatbox, above the roar of stack talk. "Mine won't pick up any water and we're about five minutes from a dry boiler!"

The kid tried his injector. No luck.

"Mine won't pick up, either. What in hell's wrong, Joe?"

"Dunno. But unless we get some water in her damn quick, we'll have to kill her, and you know what that means."

The conductor woke up suddenly and bounded over the top of the tank to measure the water in the cistern.

"Full tank here, Joe," he called out.

The situation rapidly became graver. After a couple more tries of the injectors also without effect, the water was just a bubble in the glass. Something had to be done in a hurry. Joe killed the fire in the firebox, and the Mike coasted to an easy halt.

Now the crew was really in trouble. Stranded in the desert under a broiling sun, no communications with anyone, and the mainline blocked! This was bad not only for the unfortunate crew of No. 131 but also for the railroad itself. No train could move into the block between Abe Tamour and Hamid unless under flag protection. And who would walk a flag in that heat? The crew of the disabled train decided that the best thing to do was sit in the dublous shade of the engine tank and wait patiently for help.

WHEN dispatcher Carl Coleman at Ahwaz realized that No. 131 was way overdue at Abe Tamour, he became alarmed and asked the operator at Abe Tamour, "Do you see anything of No. 131 yet?"

"Nothing in sight," he replied.

Coleman promptly notified the 711th headquarters. They sent a light engine, a 1000-hp Alco diesel and a crew with first aid kits under orders to flag from Abe Tamour to Hamid or until they found No. 131. They knew that the relief crew, like the stranded men, would be in grave danger of sunstroke.

Meanwhile, the Mike's crew sat out their help's arrival and discussed the cause of their plight. The kid fireman wanted to know what had happened.

"Can't say, son," the GI hogger replied, "but I bet you one thing: Major Israel will turn this world upside down until he finds out, and I hope it isn't our fault."

Later that hot sultry afternoon, after getting a caution ticket from Abe Tamour to Hamid, the relief crew pulled up to the stranded train and her weary, dried-out crew. As Joe had predicted, Major Israel did his damnedest to solve the mystery of the injector failure on the 42-416. Not only was the reputation of a good hogger at stake, but the entire vital operation in Persia was in trouble if injector failures in the desert were to become common.

"Major Israel," spoke up a crusty oldtimer off the Pennsy, "I think I can tell you what happened."

"Go ahead, sergeant."

"One cold night when I was firing on the Pennsy, I left the tank-warmer on, to keep the water from freezing; and the water became so hot that the boiler checks would not open to let it into the boiler. Could there have been too much hot water in the tank at Hamid?"

There could. The ex-Pennsy man had reached the heart of the problem and saved Joe Childers' reputation.

The tank at Hamid, like the one at Hosseinieh, was built of steel and unprotected from Mid-Eastern sun. Temperature that day had shot way up to 148 degrees, heating the tank water to such an extent that the injectors could not handle it.

Obviously, if the 711th was to continue hauling lend-lease war material across the desert in summer, something had to be done about injector failures. So, much to the joy of crews in the Ahwaz-Khorramshahr pool, all trains on that run became diesel-powered. A 1000-hp Alco R-S-3 replaced the steamers, which were then transferred to the mountains for the duration.

I had often heard of engine failure due to excessive cold water in a boiler, but this is the only case I know of when it was caused by too much hot water, for which I blame solar energy. ●

EASING UP THE SLACK

TOO MUCH or too little slack in freight trains can be dangerous, the *Family Lines Magazine* discloses, defining slack as "the give in couplers and draft gears." A new device now making its way through that rail system uses advanced electro-mechanical technology to resolve most of the slack problem. First, consider how slack figures in train operation.

Slack allows cars to be coupled at low speeds without transmitting damaging forces to interior lading; it also permits long trains to be started. A 100-car freight, for example, may have over 100 feet of slack—or the equivalent of two car-lengths.

Railroaders know that slack running out (or stretching) can separate a train; running in (or bunching up). It can damage cars *and* contents—even lead to derailments. Unfortunately, to prevent the damaging effects of slack isn't simply a matter of keeping your train stretched out, for in hilly terrain, enginemen have to avoid both run-in and run-out at the same time. Various parts of a long train may be going uphill and downhill concurrently, creating both draw (pulling) and buff (compression) forces. If either force becomes excessive, there's likely to be trouble.

So, enginemen have had to rely on experience and knowledge of the terrain of their divisions, also on the nature of their train consists and handling characteristics of various types of rolling stock. Still, until recently, experience in handling long trains and becoming familiar with the action of slack could be gained only on the road.

Now, Family Lines enginemen can sit before a diesel locomotive control stand, notch out the throttle, and see the drawbar forces being applied at every point of their train. They can see not only which parts of their train are traveling on grades, but also exactly what effects those grades will have on its operation. And, if they make mistakes, they can freeze time, analyze what they did wrong, and walk away without having to worry about damaged equipment. What they are running is *not* an actual train but a computer simulation.

Called the Freight Master Train Dynamics Analyzer, this new instructional tool toured the Family Lines aboard Louisville & Nashville training car 40100. There's no throbbing diesel noise nor passing scenery, but the train's action is presented graphically on the screen of a cathode ray tube unit. The Analyzer's computer is programmed so that for every throttle and brake action taken at the full-sized control stand, the train represented on the screen reacts the same way a real one would on the identical line.

Track profile information, stored on magnetic tape, is fed through the computer, which has also been supplied with specific train consist data (*i.e.,* gross engine and car weights and the placement of different kinds of cars in trains). Terrain data used for training is obtained from actual routes. When the car visited Raleigh recently, tapes covered trackage on the Raleigh Division of the Seaboard Coast Line.

Once a route and consist have been selected, the engineman "trainee" selects his beginning point and starts his test train, observing the same speed and other operating restrictions that apply to the real line. Virtually every situation encountered in actual train operations—including bad weather—can be simulated with the Analyzer, affording enginemen valuable knowledge about characteristics of train and slack action and thus enable them to improve and refine their train-handling techniques.

The trainer is so versatile, in fact, that one observer noted it could do everything except account for the level of water in the engine cab cooler. With minor changes, that too could be taken care of! ●

RAILROADING IN THE OLD WEST

BACK in 1867, Union Pacific baggageman C.C. Cole cheated death on the mainline just west of Sidney, Nebraska. After this narrow escape, he survived until 1923, outliving all other men who had worked on UP construction trains. His story, in his own words, is told here.

"My first work for the Union Pacific," he recalled, "began late in the fall of 1865 as a brakeman on a construction train. The track at that time was a little west of Fremont. The trains were made up of flatcars loaded with ties and iron rails, with a tarpaulin on the rear car for the crew in case of rain or snow. We had no caboose until later on. We'd go to the end of track, unload, and then go back to Omaha to load again. As the track proceeded farther west, we'd follow up."

When the end of track passed Kearney in August, 1866, mixed trains consisting of two or three boxcars, a combination baggage car, one coach, and one sleeper were put in service.

"The distance from Omaha to Kearney at that time was 160 miles," Cole wrote, "and it took just 16 hours and ten minutes to make the run."

He remembered the raw times and hell-raising towns of the Old West.

"When the track was laid west of North Platte and regular passenger service was installed, better coaches and sleepers were put in service. North Platte was sure a wild town in those days, just one street back of the depot hotel consisting of saloons, gambling houses, uninhibited dance halls, and kindred resorts. The first man shot in North Platte to start a graveyard was a gambler named Tom Clark. Others soon followed, for there was a killing nearly every night. The same occurred at Julesburg and plenty more towns when the trains got to running into Cheyenne.

"It was nothing strange to see a man or two hanging on the telegraph poles as we would be coming east on the train in the morning. The telegraph poles were low, so it was no trouble to swing them over. I roomed at the Rollins House, while running into Cheyenne. It was the best hotel there at the time, yet the partitions between the rooms were all boards and papered over."

Life on the plains was hazardous at best, and Cole wrote about it.

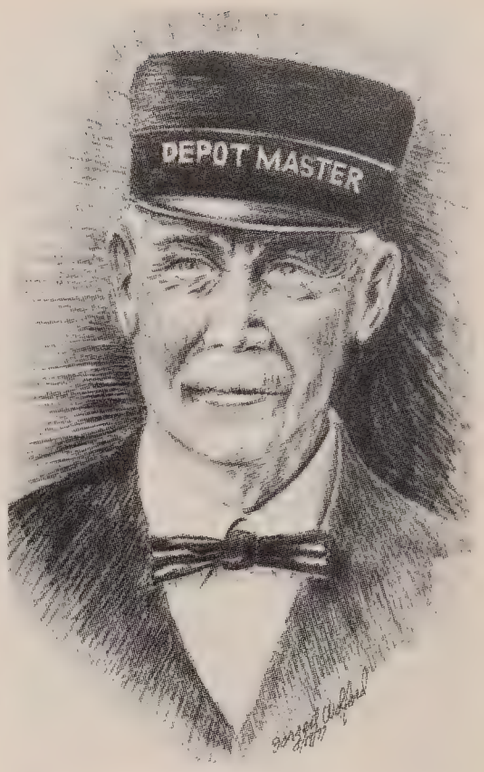
"I think it was in the spring of 1867. We were leaving Cheyenne and coming east. We stopped at Sidney for dinner, where I met conductor Tom Cahoon and Wilkes Edmunson. In conversation with them, they told me that they were going fishing down to the creek; but looking toward the bluffs we could see quite a few Indians.

"A short time after the train left there, Cahoon and Edmunson went down to the creek to fish. We carried them back. Cahoon had two or three arrows in his body and was scalped. Edmunson was wounded by arrows, but having a revolver, had kept the Indians from scalping him. In time, both recovered and Cahoon ran passenger trains on the west end for a long time.

"I fared somewhat better than they did, but had a close call. On leaving Sidney, I opened the side door of the baggage car nearest the bluffs, and sat down on a trunk at the door. All at once, *bang!* An arrow was sticking in the trunk between my legs just about six inches too low to get me! I didn't wait for the second arrow to come, but closed the door, went over to the locker where we kept about 15 Spencer rifles to use in case of attack. I took out a Spencer, pushed the door open just far enough to stick out the end of the rifle, and let go all the shot that was in it. I didn't stop the train to go over and see the results, I just kept going. Safety first, you know.

"My second close call and that of the train crew and passengers was at Plum Creek in the spring of 1867. Our train was eastbound, passing Plum Creek about midnight. The sky was clear, with the moon shining bright. Looking out of the side door of the baggage car toward the Platte River, we could see quite a band of Sioux Indians headed towards the track but not close enough to do us any damage. We met a freight train at Wood River, stopped at the switch, and notified the engine crew to look out for the Indians at Plum Creek. Whether they did or not, their train was wrecked. Most of the crew was killed."

"In train service as a brakeman on a construction train," he wrote. "I don't remember what salary we received. But when passenger trains were put on with full crews, the salary of a passenger conductor was $110 per month; train baggageman earned $75, and passenger brakeman, $65."



Union Pacific depot master long ago. Courtesy of Union Pacific

Cole began his career with Union Pacific as a brakeman on the construction train, but later worked as a brakeman on freight and passenger runs. In later years he worked as a pile-driver, a train baggageman, a passenger conductor, a train collector, a passenger director, and a gateman. He was the station master at Union Station at his retirement. ●

SOLAR ENERGY ON THE SOUTHERN

SOUTHERN RAILWAY has adopted the idea of solar energy and turned it into a money-saving reality. The sun is shining and working for the Southern. This road first used solar energy in 1974 to activate crossing signals at Rex, Ga., about 12 miles south of Atlanta. Since then, installations powering line-of-road signals and track circuits have been set up at Lake Pontchartrain, near New Orleans, and at Jackson, Ala., near the Tombigbee River.

"We've gained a lot of valuable experience with the solar energy units we already use," says J.T. Hudson, the road's assistant vice president, Communications and Signals. "They have shown the cost-savings possible in remote locations where AC power or primary battery cells are just too expensive."

With a recent breakthrough that promises to do away with the costly high-temperature defusion process to produce solar cells, the manufacturing cost is due to be sharply cut. As a result, Southern is now looking at other and more ambitious uses of solar power. It might heat small buildings and activate remote microwave relay stations, now emergency-powered by propane gasburning generators.

Made by Solar Power Corp. of North Billerica, Mass., solar installations in Southern use consist of a solar-cell array panel, stand-by batteries that it charges, and the attendant coupling and signal hardware for each installation. According to Mr. Hudson, the advantages in solar operation at selected places include the fact that costly extension of AC lines is no longer necessary. Also, solar

installations are very close to maintenance-free and can function in a wide range of climatic conditions. Finally, the energy supply—the sun—is free and almost unlimited.

Solar power is made possible by a natural phenomenon known as the "photo-voltaic effect" whereby light energy is turned directly into electrical energy. The "photo-voltaic effect" has been known to scientists for some time, but it took the Space Age development of a silicon water .012 inches thick to bring solar power out of the laboratory into the world of practical use.

The wafer starts out as part of a cylindrical crystal of pure silicon. But pure silicon itself is not a very good conductor of electricity. So the crystal is "doped" or contaminated with other elements to make it more conductive. Depending on the element used, the crystal will conduct positive or negative charges.

The crystal is sliced into wafers. Each wafer undergoes a high-temperature diffusion treatment to create a second and opposite type of conducting layer on its surface. The creation of the two opposite charged surfaces, sandwiched together, results in a built-in electric field.

When photons—which are found in sunlight or other visible light—strike the wafer's surface and are absorbed, electrons and positive holes are formed within the silicon wafer, and negative and positive charges are created. They move toward their opposite polarity in the wafer and an electric current is created. Sounds complicated. But the important result is that individual wafers 2 or 3 inches in diameter can be connected in parallel or series to produce usable voltage levels.

The Southern's installations vary according to the load requirements and local sunlight conditions. The solar array at Rex, Ga., for instance, supplies power for train-motion detectors and dual-flashing light crossing signals. Solar power is generated through a 45 square-foot array of 119 two-inch diameter silicon modules that keep the bank of 168 amp-hour lead-calcium batteries charged.

Climatic conditions also determine size and design of solar installations. Solar cell companies use a computer program for calculating needed solar array capacity based on historical weather records and the angle of the sun at varying times of the year.

Typical current needs for signal track circuits vary from about 1 amp for an unoccupied circuit up to 5.5 amps for an occupied circuit. Solar cells supply power to the rail circuit, recharging the storage batteries during daylight hours, and the batteries take over at night.

Southern has engineered its stand-by battery capacity to last up to 20 consecutive overcast days. Engineers believe typical installations in the future may need a stand-by battery capacity of only five days.

Southern currently operates four other solar installations. Three are on the levee at Lake Pontchartrain in Louisiana, where estimated power company costs to run primary AC power were about $50,000, if permission from local Levee Boards could be obtained.

At one tower approach location on the levee, the solar installation powers four track circuits, three line-of-road signals, and a dragging equipment detection circuit. Elsewhere, at the South Shore location, two track circuits and two line-of-road signals depend on the sun for power. The same is true for a location at the North End.

Approach and home signals and circuits for a drawbridge on the Tombigbee River near Jackson, Ala., also are powered by a solar array. In addition, Southern solar-powers a drawbridge approach lockout circuit at this site, which prevents the operator from raising the bridge once a train has activated the circuit. And there are additional installations on the line between Hattiesburg, Miss., and Chattanooga, with more to come as time goes on. ●

THE SELF-APPOINTED TRAINMASTER

LATE ONE AFTERNOON about 30 years ago Thomas Y. Edney of Baton Rouge, La., a Western Union Telegraph lineman on the Illinois Central in Mississippi and Louisiana, was on his rail motor car headed south about 3 miles from Knoxville, Miss. An express train northbound was already overdue. Edney had been keeping posted on its position by inquiring at telegraph booths along the track. The train had been making up some of its lost time, but Tom Edney figured he could reach Knoxville safely, as the risk was not great, the straight track permitting far vision.

Suddenly he noticed ahead of him that a piece of track was missing. Slamming on his brakes, he stopped his motor at a broken chunk of rail. It was about a foot long and would have wrecked a motor car or a train. Edney nervously checked his watch. Then he lifted his car across the broken rail, cranked up, and headed full speed toward Knoxville. He wanted to get to the station before the train did, although no operator was on duty there at the time.

Before leaving the broken rail, he lit a fusee. Then the train appeared. Edney was tense as he flagged it. The train was not scheduled to stop at the depot; so the engineer was running fast, but began slowing down. Edney continued flagging for a minute. Then, as the train drew near, he thrust the lit fusee upright into the track and stepped aside.

The hogger had seen his signal and answered it. But the train stopped with its pilot only a few feet from the fusee. Tom Edney felt like jumping for joy. The engineer knew he was a railroad man and came down from the cab to where he was standing.

"What do you mean," he demanded anxiously, "flagging me with a fusee?"

"Because I wanted you to stop," the lineman replied. "If you hadn't, you'd be in Hell right now. There's a broken rail three miles ahead. I almost wrecked my motor car on it."

The hogger's jaw fell. There was a long silence. A small crowd gathered. Among them was a black man in overalls who looked as if he might be a section worker. Edney knew that every moment a train was delayed was costly to the railroad. He asked the Negro where the section foreman was and if any of the track gang was around. The black man said his boss had gone home for the day but sev-

eral gandy dancers were in a store nearby. Edney told him to get them quick for an emergency. Soon the Afro-American came back with three other men.

"Can you fellows replace a broken rail?" the lineman asked. The men nodded, but said they had no foreman—he had gone home—and no key to the tool-house.

"I'll be the foreman," Edney said, "and my switch key will open your tool-house. You men get out your tools and motor car, bring along a new rail section, and follow me."

Then he walked back to the engineer, who was talking with the conductor.

"I've got a section gang together," Edney announced. "We're going to replace the broken rail. You stay right here until we have time to get there. Then come up very slow and be careful not to run over us."

The hogger still felt unnerved by the shock of his narrow escape, but was amused at the forwardness of his self-appointed "trainmaster" and "section foreman." He realized that he owed his life to this quick-thinking lineman, and he replied, "I'll do anything you say."

Edney put his ear to the rails. Then he walked on, a little ahead of the gancy dancers, and by the time the train slowly pulled up to the workmen, they had almost gotten the old rail off the ties. The engineer picked up the piece that had fallen off the broken rail, but threw it down in terror as a cold chill ran up his spine. He didn't know what to say. They he burst out impulsively to Edney, "I love you!"

The sun had already gone down. The section workers were glad to finish the job before it was completely dark. They picked up their tools. Edney walked the length of the new rail, inspecting every inch of it. He, the engineer, and the conductor voiced approval of the job and all three shook hands with each of the gandy dancers. The hogger and skipper thanked Edney, returned to their train, and called in their flagman, then the express rolled off into the darkness. The other men got the two motor cars back onto the track and went back to the depot. Edney wrote down the name of each section man and sent in a full account of the incident to Illinois Central division headquarters.

For several years Tom Edney and his wife were my wife's foster parents. Tom was industrious, active, and in good health until only a few days before his death, July 25, 1974, at age 90. He dictated this story to me shortly after I got married.—James B. Gwin, 3108 45th St., Metairie, La. 70001. ●

THE MEANING OF "STCC"

WHAT CONTAINS everything from A to Z? From *abalone shells* to *zithers,* that is—not *aardvark* to *zymurgy* as in the common dictionary. The answer is the Standard Transportation Code, better known as STCC, the "stick code." It is a dictionary of sorts for the transportation industry.

STCC identifies, each by a different seven-digit number, more than 14,000 commodities that move in transportation. Rules set up by the railroad industry mandate that STCC numbers appear on all waybills, which are made at the point of origin and which accompany freight to its destination. The Interstate Commerce Commission requires STCC numbers to be used when railroads and other ICC-regulated carriers report commodity statistics to the Commission. The U.S. Department of Transportation also uses these numbers.

The railroad industry developed STCC in the early 1960s in consultation with the U.S. Bureau of the Budget (now the Office of Management and Budget). When the code was completed and published by the Association of American Railroads, the ICC issued orders making it mandatory.

Mingled with well-known commodities like coal and grain, are such items as thistle seeds, sheet music, manhole covers, kangaroo hides, swords, totem poles, Japanese beetle-traps, chicken roosts, lightning rods, tugboats, taxi-meters, tongue-depressing blades, and caskets.

Responsibility for enforcing the code lies with the STCC Technical Committee, whose 15 members represent railroads, motor carriers, and shippers. The committee meets 5 or 6 times a year to consider about 200 proposed additions, deletions, or other changes in STCC. The day-to-day process of handling the proposed changes is up to Luray McHargue, the AAR's manager of transportation codes, and her assistant, Beverly Student.

Using STCC in a computer file is of great value. Its numbers provide an access code for the rapid retrieval of commodity data. A good example is TRAIN II, the railroads' computerized freight car information system, which enables roads to keep track of their freight cars and the loads they are carrying.

The industry's need to check on hazardous materials in transit prompted the Technical Committee, in consultation with the AAR's Bureau of Explosives, to add a new section to STCC on January 1, 1976. This section lists dangerous items and groups them by type of hazard.

The Bureau of Explosives has incorporated this section into a computerized system to help railroads cope with emergencies involving hazardous materials. In addition to listing such shipments, it provides information on their properties and what to do about them in the event of an accident. ●

PASSENGER TRAIN SURVEY

Bonnie Fickett of Tallahassee ponders old bulletin board at Seaboard Coast Line there and wonders if passenger service will ever return to northwest Florida, where the state's capital is located.

Jim Herron, 2016 N. Village Ave., Tampa, Fla. 33612

ALTHOUGH Amtrak is hoping that its new box-top promotion of sugary cereals will attract many more train riders, the U.S. Health, Education and Welfare points out that this violation of a basic principle of good nutrition might also be a ticket to the dentist or doctor. The widely-known fact that sugar, especially in large quantities, rots the teeth and predisposes people to certain diseases should be familiar even to Amtrak officials.

The national rail passenger service made a deal with the Kellogg Co. to give a free ticket good for travel anywhere on its 28,000-mile system to any child in exchange for three Kellogg cereal box-tops, provided adults accompany the kids. But smart consumers who read labels are aware that most non-cooked cereals have sugar. Kellogg's Frosted Flakes, for example, are a whopping 39 percent sugar!

Nutritionists all over the country resent Amtrak's ill-advised move, which went into effect January first, to last for a year. We learn that over 64 million cereal packages with the rail travel tie-in have begun to appear on grocery shelves.

Lee Richardson, director of HEW's consumer office, said in a letter to Amtrak President Paul H. Reistrup that the promotion ignores the opinions of nutritionists that "high levels of sugar intake are linked with tooth decay, obesity, diabetes, atherosclerosis, and hyperactivity in children," and adds:

"We ask you to consider whether parents will be able to save enough money on reduced fares to cover the cost of dental bills incurred by the sugar-coated cereal their children ingest."

Amtrak spokesman Edward Edsel had a tough time defending Amtrak's slip-up. "We're not nutritionists," he told an interviewer. "We're running a railroad by mandate of Congress, and that directive of Congress says for us to be innovative, to try to get more riders, and we feel quite clearly this is our job."

WHEN KENT LARSON, of Rockford, Minn., bought a U.S.A. Rail Pass from Amtrak and embarked on a cross-country trip, little did he know he'd get more than just a good train trip and plenty of scenery. Enroute he met Stella Goddard, a student returning to the Lexington campus of Kentucky State University. She had spent a vacation in California and was returning to the Midwest on the *Southwest Limited.*

The pair hit it off well, corresponded, dated, and were married at Louisville, in the home town of her parents. The rehearsal dinner, with Kent's parents hosting the event, featured a red, white, and blue Amtrak theme. "Join Amtrak for a Journey into the Future" brochures were passed out to each guest and Amtrak steins were used in designing the centerpiece.

Instead of the normal two-SDP-40F, 18-car train, Amtrak northbound *Coast Starlight* showed up in Oxnard, Calif., on Aug. 31, 1977, with SDP-40F 572, F40PH 227, baggage car, seven Amfleet cars, and SP business car 101 *Airslie.* This was due to a freight train derailment, which caused the passengers on the southbound *Coast Starlight* to have to be bused to Oakland. There a new train was put together and the passengers continued on their way southward to Los Angeles.

Photograph by William T. Morgan

AMTRAK ANNOUNCES sharp price reductions on its unlimited-travel U.S.A. Rail Passes for sales in both North America and overseas, effective through May 15, plus other special off-season fares in the Northeast Corridor and on routes serving Florida. Cost of the 14-day pass dropped from $185 to $159, the 21-day pass from $250 to $215, and the 30-day pass from $295 to $255. Costs for children under 12 also drop.

Other fare reductions: In the Northeast Corridor a $20-$30-$40 17-day excursion cuts the price of a Boston-New York round-trip from $26 to $20, Boston-Philadelphia from $36 to $30, Boston-Washington from $50 to $40, effective through May 5.

The New York City-Florida excursion fare of $109 is down to $87 ($1 over one-way) for round-trip coach travel on Mondays, Tuesdays, and Wednesdays only, through June 15. The $109 round-trip fare still applies on other days of the week. More service is now available to and from Florida, with re-instatement of the *Champion* linking New York with Tampa and St. Petersburg.

On the Chicago-Florida service, a special one-way $60 coach fare is extended for $5 more to points on the connecting trains of the Detroit-Chicago, Minneapolis-Chicago, and Cleveland-Chicago lines through Oct. 29. This $65 fare offers a saving between Minneapolis and Miami, for example, of $52.50 from normal coach fares.

Within Florida, Amtrak offers a special intra-state, 7-day excursion fare of $5 over regular one-way fares through June 15. A Jacksonville-

Amtrak also is making more attractive for many travelers a special New York-Savannah coach excursion fare of $80 (a $42 saving from the $122 regular round-trip fare). What was a 7-day excursion fare is now being extended to 30 days, through May 25.

*

TWO AMTRAK trains now provide the first no-change rail coach service between many of the Virginias communities and major Northeastern cities. These trains are the *Night Owl,* which has long linked Boston, New York, and Washington, and the younger *Hilltopper.* The latter is a two-car train—one Amfleet coach and an Amcafe car with snack bar—now operating by daylight from near the borders of Kentucky, West Virginia, and Ohio to Washington, D.C., where more Amcoaches and a sleeper are added for the nightly run on through the busy Northeast Corridor to Boston.

Headed southwest from Boston, the procedures are reversed. The *Night Owl's* two to five Amcoaches and a sleeper are removed in Washington and the remaining two cars continue as the *Hilltopper* to Richmond, Petersburg, Lynchburg, and Roanoke, Va., and on to Bluefield and other West Virginia stops to the Tri-State terminus at Catlettsburg, Ky.

COMPLIMENTARY meal service is now available to the first class passengers on Amtrak's Turboliners between New York, Rochester, and Buffalo via Albany. This includes entree, vegetables, salad, and a non-alcoholic beverage. It is given at no additional charge to club car passengers on the *Salt City Express* between New York and Syracuse and the *Empire State Express* between New York and Buffalo. The menus are changed monthly.

A CONVERSION PROGRAM to re-equip 59 cars and 9 locomotives to all-electric heating and air-conditioning has been approved by Amtrak's Board of Directors. The company plans to use the equipment on the *Lake Shore Limited* route between Chicago and Boston/New York. But the $11.9 million program is subject to the availability of funds, since it is not currently included in Amtrak's capital budget allocation for fiscal year 1978.

The locomotives are the 4-axle F40-PHR type, similar to those now in Amtrak service. They will be converted from the 6-axle SDP40 for new Superliner service.

CONSTRUCTION of a new railroad line between Post Road and Rensselaer, N.Y., was approved by Amtrak's Board of Directors. In 1972 Penn Central abandoned the 12.6 mile track on the former Boston-Albany passenger mainline, which is

Stationmaster at Hoboken, N.J., is Ellen Anne Greening, becoming the first Conrail woman stationmaster last Aug. 23rd. She had worked for several years in Erie Lackawanna real estate department.

Conrail

part of the traditional Boston-Chicago route. Congress earmarked $4.1 million of Amtrak capital funds to restore the trackage. Amtrak management recommended that the project be approved subject to its inclusion in the national rail passenger system.

Currently, the *Lake Shore Limited*, the only train using the Boston-Springfield-Albany line, must make a back-up move for about 45 minutes. Restoration of the Post Road connection will cut the operating time to about 13 minutes, thus lopping 32 minutes off the train's schedule. The work includes grading and brush removal, acquisition of rail, tie plates, ballast, etc., and installation of the new line.

IS THE AIRPLANE always the fastest way to travel between any two American cities? Not so, says Amtrak, and especially not so between city pairs where Amtrak's schedules are fastest and most frequent. A folder on *Basic Training for the Business Traveler* suggests the major drawback to going by air is on the ground—getting to the plane and getting back.

"Airports in most cities are far from downtown areas. So business travelers are often forced to take long cab rides. Tens of thousands of man-hours and dollars are wasted because highly-paid executives get bogged down in traffic between office and airport."

Another factor: Scores of the small cities served by Amtrak have no scheduled air service at all. Most of Amtrak's 524 stations are located in mid-city. Amtrak has spruced up most of its older stations and is building new ones—along with adding hundreds of gleaming, new, high-speed, passenger cars. Copies of the brochure may be had from district sales offices or from Amtrak Marketing, Commercial Sales, 400 N. Capitol St., N.W., Washington, D.C. 20001.

MEMBERS of the Brotherhood of Locomotive Engineers, Div. 161, San Francisco, are opposing the Southern Pacific's efforts to win ICC permission to halt commuter operations between San Francisco and San Jose, Calif., reports the *Locomotive Engineer.* For one thing, more than 8,000 people a day patronize the energy-efficient, 70-mph commuter trains. If the trains were to be discontinued, those 8,000 riders would be forced to

depend upon their automobiles to get them to and from their jobs.

For another thing, both the California Public Utilities Commission and the Air Resources Board have made it known that nothing good could come of such an abandonment of service, which would result in many thousand additional automobiles taking to the highways to add their exhaust emissions to the already troubled air.

AS AN AMTRAK employe, I am fed up with the nay-sayers to rail passenger service in this country. It is nonsense to imply that Amtrak is on a free ride with public money. Amtrak pays a portion of a $232 million annual tax bill, through its contracts with the railroads which operate the trains.

Nationally, money allocated by the federal government to freight and passenger rail operations is only a 10th of one percent of all transportation funding. In view of these figures, it is apparent that the railroads have been subsidizing the competition.

The $47 million intercity bus operations contribute to the construction and maintenance of highways average less than $1 million per state.

The country now realizes the value of a viable rail system and the Government desires to maintain what its policies nearly destroyed. Ask all of the railroad employes who lost jobs in the last 20 years because of Federal highway subsidies what unfair competition means to them.—Robert S. Ash, Bolingbroke, Illinois.

Down by the Depot

LOCKPORT, N.Y., city officials have been notified that their old Union Station at Union and Washburn has been designated a national historic site. The building was gutted by fire three years ago and has escaped demolition only through the reluctance of the city building inspector to complete the destruction of the landmark. Now, with Federal recognition of the edifice's historic significance and financial incentives to preserve it, officials feel it might be saved.

Building inspector John H. Degnan said: "It is a reprieve. I've been holding off on that building right along in hopes that someone would come along to develop it. If there are indications that something will be done to preserve it in a reasonable amount of time, I just won't do a blessed thing. I'd hate to see it go."

New York Central built the Union Station in 1888 of brick and limestone in the romanesque revival style. It was abandoned as a railroad depot in the 1940s.

SEABOARD COAST LINE has donated its former freight and passenger station at Delco, N.C., to the East Columbus Friends of the Public Library to be used as a public library at nearby Riegelwood. The 1,600-square-foot depot, vacated last April, will be moved to Riegelwood. ●

IN A TEXAS ICE STORM

ONE NIGHT 38 years ago I boarded a Pullman car on Santa Fe train 31, the *Grand Canyon,* at Topeka, Kan., taking along communications test instruments and my luggage enroute to Los Angeles and other points on the Coast Lines. My job was to help install and check out some Western Electric C-Carrier telephone equipment, which was then being added to the railway's communication plant system-wide.

Awaking the next morning and glancing out the window of my lower berth, I estimated we were somewhere between Shattuck, Okla., and Canadian, Texas, curving down through the sand hills and across the long bridge over the shallow South Canadian River, which was about a half-mile wide but only an inch deep. We were close to an on-time schedule. After a station stop at Canadian, we started to climb for 45 miles and 900 feet higher to Pampa and the high plains of the Texas Panhandle.

A few miles east of Pampa we noted the devastating effects of an ice storm which had occurred the previous day. All telegraph, signal, telephone, and electrical power poles were down, broken off or pulled out of the ground by the tangled wires and a heavy coating of one to three inches of ice. More than 16,000 poles were damaged or destroyed, I learned later, over an area about 70 miles wide. Shrubbery and trees were flattened and boughs ripped off. The cities of Pampa and Amarillo and smaller places were paralyzed and isolated.

The Santa Fe relay telegraph office in the general office building in Amarillo was out of service for a week, the click of instruments silenced. Telegraph operators and teletype clerks were idle, with no available wire circuits over which to send messages.

Later, the train dispatchers on the floor below were able to put out train orders for some traffic movement by using a few Bell Telephone circuits to the larger train order stations. Most of the trains were running on "smoke orders," waiting at stations and in sidings for long periods or until current opposing traffic had passed. The entire semaphore signal system was disabled from Pampa to southwest of Amarillo.

Out in this flat country, locomotive smoke could be seen for many miles. The mainline freight power was mostly 4000 class 2-8-2's, with an occasional 2-10-2 in the 3800 series being sent east of Clovis. Passenger movements saw some 1300, 3400, and 3500 4-6-2's, with now and then a 3450 4-6-4 or 3751 4-8-4.

We passed Pampa at 12:30 p.m., were delayed until 1 p.m., and crept toward Amarillo, arriving there at 3 p.m., slowed down by going by broken poles and tangled wires, some of them being pushed into the clear after falling across the tracks. It was after 4 p.m. when the 3444 was serviced and the westbound track was cleared for No. 23 to proceed. The road is double-tracked from just east of Pampa, through Amarillo, to west of Canyon, Texas, some 75 miles. Single-track extended west from there 75 miles to Texico, N.M., then back to double-track for the 10 miles into Clovis. In 1947 CTC was installed over this single-track portion.

After taking many sidings, we limped into Clovis after 8 p.m., over four hours late and having spent nearly eight hours over the 160 miles from Pampa. The 3753 was No. 23's power west of Clovis and we pulled into Los Angeles Union Passenger Terminal nearly on time.—William O. Gibson, 4427 30th St., San Diego, Calif. 92116. ●

STEVE MAGUIRE'S

TRANSIT TOPICS

A HIGH-SPEED light-rail streetcar line from the eastern end of Toronto's Bloor-Danforth subway to the heart of Scarborough has been approved by Metro Council at Toronto. The line, costing an estimated $108.7 million, will connect the subway with Scarborough town center at Ellesmere and McCowan roads. It will cost Metro $27.1 million and the province $81.6 million.

When it begins operating in the fall of 1982, it will make the trip from the new Eglinton Avenue terminus of Bloor subway in about 15 minutes. It currently takes more than half an hour to get from there by bus. Waits of more than 15 minutes are normal.

Streetcars will run 40 miles an hour—same speed as the subway. The line will have seven stations, including a controversial one at Mooregate and Tara avenues. Residents in the area fear that people will be coming by car from elsewhere to use the station, adding to traffic congestion.

ALTHOUGH a Montreal firm underbid it by more than $2 million, Ontario-based Hawker Siddeley Canada Ltd. was awarded the contract to build 190 new light-rail vehicles for the Metro Toronto streetcar system because of the high unemployment in the Province of Ontario. The first of these cars was delivered last December. MLW-Bombardier Ltd., a Quebec firm, bid $197,244 for each car while Hawker Siddeley's bid was $208,500.

In the past, Hawker-Siddeley constructed many TTC rapid transit cars as well as the Expo Express cars at Montreal. Years earlier, when known as Canadian Car & Foundry, it built PCC cars 4400-4499 for TTC at its plant in Fort William, now known as Thunder Bay, Ontario.

AFTER a year of complaints by New York City straphangers crowded into shortened subway trains, the lengths of trains on heavily traveled lines were increased on Jan. 28 almost to what they had been before the cuts.

Mayor Koch had promised during his campaign to eliminate the short trains, so the New York Transit Authority board approved the trains at his request. They said that a slight increase in ridership combined with operating economies had generated the $607,000 needed to make the trains longer.

The shorter trains, which were instituted on weekend and off-peak periods in Jan. '77, had been considered one of the major visible effects of the city's fiscal crisis, resulting in rush hour all day long on many lines. In addition, passengers waiting at either end of subway platforms often had to run to board the short trains, which stopped in the middle. The original cuts affected all subway lines, 57 token booths, and some bus routes, and were designed to save $30 million.

The bulk of the savings from the shorter trains came from reduced maintenance, inspection, and cleaning, which resulted in a smaller work force. Even so, subway cars are now being inspected every 7,900 miles rather than every 7,500.

LINDENWOLD High Speed Line in 1978 had its best New Year's Day ever, with 24,212 riders. The previous high was in 1975, when 23,568 rode the line on January first. The New Year's Day Mummers' Parade in Philadelphia is the lure which boosts ridership. The level of riding on a normal Sunday is about 5,500.

Trolley cars in Coimbra, Portugal, roll along with a happy face.
Photograph by Bruce Russell

WITH A WOMAN at the controls, one subway-surface trolley rammed into another in a tunnel near 30th and Market streets, Philadelphia, in the morning rush hour on January 24th. The two cars carried a total of 160 commuters; 54 persons were injured, none severely. The female "motorman" was among those taken to a hospital.

CAPITALIST WEST BERLIN'S communist mass transit system, the venerable S-Bahn, is raising fares again for customers in the non-Marxist part of town. While East Berliners keep paying rates unchanged since the end of World War II, West Berliners will be shelling out a mark (about 44 cents) a ride.

A trip in the varnished wood cars of the world's oldest electric transit system will still cost about 13 cents less than a ride in the gleaming yellow cars of West Berlin subways, where the basic fare went from a mark to one mark and 30 pfennigs in August.

GREATER CLEVELAND's Rapid Transit Authority has bought PCC's numbers 3 and 27 from Transport of New Jersey. These cars originally

Cincinnati, Georgetown & Portsmouth Cincinnati-built car 55 at Carrel St. station. Car was wide gage with two poles for Cincinnati's tracks.

Trolley Talk, 59 Euclid Ave., Wyoming, Ohio 45215

came from Twin Cities, as did some others now in use on RTA's Shaker Division, which will use them. A third car, now inoperable on TNJ, may also be obtained and restored to operation by the use of parts from two Shaker PCC's badly damaged in a "cornfield meet" last year.

This collision emphasized the need for additional equipment. It injured more than 50 persons. Two Shaker Division PCC's met head-on on the East 92nd Street overpass in Cleveland. Although the entire Shaker Division is double-tracked, track repairs at the time of the accident had caused westbound cars to be switched after the morning rush hour to eastbound rails.

We still don't know why the eastbound car did not halt at East 79th Street to await the westbound running on its track. This may have been due to a signal defect, human failure, or an order given only minutes before for the motormen to change from usual channel 2 to another one, due to interference and noise. Had the eastbound motorman not changed his channel, he might not have known of the order to stop at East 79th for the oncoming car on his track. According to Steve Scalzo of Park Forest, Ill., flagman William Braun was aboard the westbound car at the time of the crash. If so, it was his duty to have flagged the East 79th Street crossing.

AT DUBUQUE, Iowa, the Fenelon Place Elevator Co., one of the few two-car incline lines left in the U.S.A. resumed service after a 3½-month closedown last year. The line had been closed to let the cars be removed for repairs and rebuilding by the Bradley Iron Works, reports Robert Bowes, 1765 Montreal, St. Paul, Minn. 55116. Mrs. Donald Huntoon, owner of the line, says the repairs cost more than the price her father paid for the line itself when he built it 95 years ago.

DATA from 1902 until 1932 on the Fresno Traction Co. of California is being sought by Ed Hamm, Jr., 141 Knickerbocker, Apt. 2, Paterson, N.J. 07503, for doing a story on what used to be his home-town line. A similar request came a few years ago from a Fresno resident trying to write an account of the same line. Perhaps some reader can put these two men in contact with each other.

FOUR MILES of trolley overhead on the Yakima Valley Transportation Co. have been de-energized by a fire that destroyed the fruit warehouse that was the principal industry served by the YVT between Gromore and Harwood. The last use of this portion of the line was by special passenger runs with trolleys from Oporto, Portugal, last year. YVT still has about 15 miles of trolley track on which passenger and freight cars can still operate.

Those Cable Cars

LURCHING up and down hair-raising grades, San Francisco's beloved cable cars have clanged along virtually unchanged for 104 years. An overhaul for safety's sake is in the works, but officials promise that the look and the lurch will remain the same. The project to improve these relics could eventually cost $10 million.

On Aug. 1, 1873, Andrew Hallidie first guided his odd invention over the crest of the Clay Street hill into a cool, gray fog. Hallidie would recognize his cable cars today. They are cemented into the folklore of the city, ridden by nearly 15 million people each year at a steady nine miles an hour—the speed of the cable moving beneath the pavement. A few years ago, the Federal Government certified them as a national landmark.

Some of the 39 cable cars now operating on 10 miles of track get into spectacular crashes. Passengers are occasionally flung off on sharp curves, while bugeyed survivors risk getting plastered on cars as they perch on outside platforms.

OLD ELKTON SHOPS of the San Francisco Municipal Railway have been razed and replaced by a new Muni-Metro rail center nearby, writes one of our *Interesting Railfans*, George E. Horn, 1075 Space Pkwy., Mountain View, Calif. For years those shops had been a busy location for Market Street Railway cars.

Chicago Heard From

BY A VOTE of 6 to 1, the directors of Chicago area's Regional Transportation Authority approved a 5 percent gasoline tax for motor vehicles. This, the *Chicago Sun-Times* tells us, ends the threat of higher fares or sharp service reductions. The new tax is now in effect. It increased the price of gasoline in Cook, Du Page, Kane, Will, Lake, and McHenry counties by about 2½ cents a gallon.

ABOUT 133,000 commuters were forced to find different ways to get to work because of dangerous cracks accidentally discovered in the supports of a 40-foot-high rapid transit track in Chicago. Herman Solarte, a CRI&P bridge engineer, riding on a train past the long, curving track, sighted cracks in a main support beam and alerted the Chicago Transit Authority. The transit agency checked, found wide and spreading cracks in three beams and immediately closed the line.

Traffic was disrupted over much of the city's rapid transit system as engineers used wooden blocks and steel beams to prop up the tracks. The Rock Island Lines, which operates a commuter train under the Dan Ryan El tracks, also suspended operations. About 133,000 persons ride the two lines on a normal workday. Solarte was awarded a medal for his discovery.

CHICAGO Transit Authority has won its lawsuit asking that the Federal Railroad Administration in Washington be blocked from imposing safety regulations on the CTA. A unanimous three-judge decision by the U.S. Court of Appeals in Chicago reversed an earlier Federal District Court ruling that CTA was subject to FRA safety regulation. CTA lawyers argued before both courts that they should be regulated by the federal agency set up to deal solely with mass transit—the Urban Mass Transportation Administration.

Trolley Museum News

WHEN the Shade Gap Electric museum line at Orbisonia, Pa., got the body of former York Rys. car 163 to restore a couple of years ago, this was thought to be the only extant example of Brill's attempt to copy the Cincinnati Car Company's curved side design. Brill had built only a half-dozen such cars before the Cincinnati Co. halted them in a court suit for the right to use its patented design.

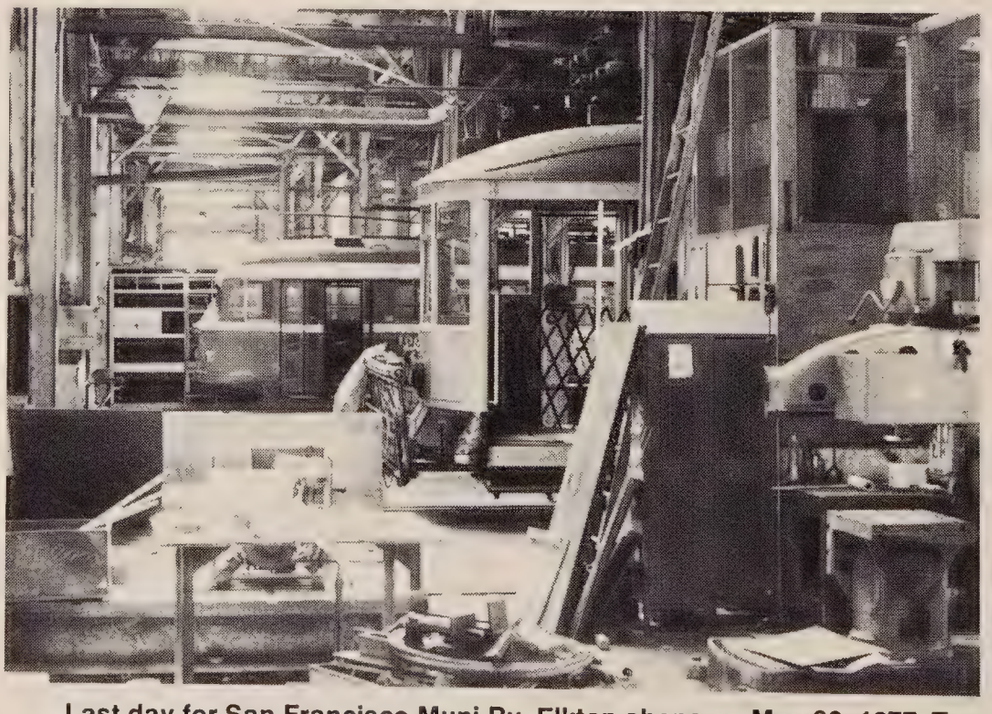
From *Trolley Museum Reporter*, publication of the Shade Gap group, 347 Fair St., Bloomsburg, Pa. 17815, we learn that a *second* well-preserved body, this one of former York Rys, car 162, also has survived. This body was being sought by the Shade Gap group, who were in touch with a relative of the car body's owner. At the same time, Wendell Dillinger, building a trolley museum on his Middletown & Hummelstown R.R. near Harrisburg, Pa., likewise was interested in the 162 body. He contacted the owner and bought it. The 162 is now moved to the M&H yard in Middletown, Pa. The *Reporter* is concerned because the storage site is on a flood plain of the lower Swatara Creek, which inundates rather easily.

CONSTRUCTION of a new trolley museum line is being continued by the New York Museum of Transportation, 9 miles south of Rochester, N.Y., on East River Road at West Henrietta, N.Y. When all trackage is laid, it will extend for almost one mile and connect with the Erie's old branch that once saw interurban electrics running between Rochester and Avon, N.Y.

Now on the site are horsecar 55 from the old Rochester & Brighton, 4-wheeled Rochester city car 243, Rochester & Eastern interurban 157; the Elmora, Corning & Waverly interurban 107, ex-Philadelphia snow-sweeper 130, and the body of Rochester open car 1406. Later to come are former Rochester subway car 60, the body of a Rochester & Sodus Bay interurban, and a former Batavia, N.Y., city car. The museum is open weekends from 11 a.m. to 6 p.m. Admission is 50 cents. You can get a brochure by sending SSE to the museum at P.O. Box 136, West Henrietta, N.Y. 14586.

ED BLOSSOM, one of the nation's best car restoration experts, former manager of the Magee Museum at Bloomsburg, Pa., has moved his restoration setup, known as the Dushore Car Co., from Dushore, Pa., to Topton, Pa., in the Lehigh Valley not far from Reading.

At Topton a new cement building now houses former interurban 801 of the Lehigh Valley Transit, which is nearly restored to its appearance when new in 1912. This car was formally displayed at a dedication ceremony in November.



Last day for San Francisco Muni Ry. Elkton shops on May 30, 1977. Two days later shops were being torn down for new Muni-Metro rail center.

George E. Horn, 1075 Spruce Pkwy., Mountain View, Calif.

Says Ed: "Car 801 is beautiful. Its exterior has been enamelled in green, with gold leaf lining and lettering. Much of the interior work is done. The trucks and traction motors are ready for reassembly, but control and braking equipment must yet be installed. That the restoration has advanced to this point is a tribute to Pennsylvania's Department of Transportation. They have made most of the funds available for this work."

Plans call for building an operating museum line with portions of the former Reading Company line running 4.4 miles to Kutztown, Pa.

For details contact H. Wayne Laepple, P.O. Box 144, Topton, Pa. 19562.

SEASHORE TROLLEY MUSEUM at Kennebunkport, Me. has obtained a one-of-a-kind interurban car—the last remaining dining car used as such in the U.S. Former North Shore 415 was kept until the end of CNS&M service as a diner operated with a passenger car at each end, as the relief train for one of the Electroliners when out of service. After the CNS&M folded up, this car was sent to the Railway Equipment & Leasing Co. museum line at South Elgin, Ill., but had little use there, as it has no controls and had to be pulled by another car.

Seashore needs help to pay for moving this car to Maine and restoring it to dining-car service. By summer, it may once again serve patrons with Electroburgers—the name given to hamburgers served on North Shore Electroliners. If you want to help, write to the 415 Dining-Car Fund, c/o Joseph Doherty, 40 Hawthorne Ave., Arlington, Mass. 02174. Seashore also has recently received PCC car 3221 from Boston MBTA.

ILLINOIS RAILWAY MUSEUM at Union was the successful bidder in a recent auction by the Chicago Transit Authority for its electric locomotive S-105, built in 1920 by Baldwin-Westinghouse. This motor had spent most of its years at the Howard Street station where it occasionally hauled coal cars. IRM's winning bid was $2.843. The cost will rise another $700 for shipping to Union. Contributors should contact IRM S-105 Fund, Box 431, Union, Ill. 60180.

WATERFRONT ELECTRIC RAILWAY, operating a museum line along the waterfront at Toledo, Ohio, has bought a single-trucked closed car from Oporto, Portugal. It was delivered late last year. Operations on this line have thus far been limited to a former Chicago elevated 4000-series car being hauled by former Indiana RR. freight motor 715, now dieselized. We don't know whether or not there are plans for erecting catenary for trolley operation.

THE SANTA FE has given Orange Empire Railway Museum at Perris, Calif., a 75-foot parlor-observation car. This is a big wooden car with steel plating and weighs 134,780 pounds. Built in 1910 by Pullman, it was numbered 1204 while running between Los Angeles and San Diego on *The Saint* and *The Angel.* Later, the car was renumbered 3209. After the end of WWII, it was converted to a bunk car and was retired in 1972.

MINNESOTA Transportation Museum, operating along the west side of Lake Harriet on the former right-of-way of the Como-Harriet line out of Minneapolis, extended its line 1500 feet to Lake Calhoun last year. Railroad Service, Inc., of Lakeville, Minn., donated manpower to help complete the extension. That brings a one-mile ride on former Twin City Lines car 1300. We do not know of any plans for further extension. The museum has been in operation for 7 years.

WE APPRECIATE the many newsletters and brochures we get from trolley museums which put us on their mailing lists. It is through these that we bring you news such as the above. To those museums that have not yet availed themselves of this service we express the hope that they will welcome the free publicity and see that we get news of their operations. We'd like especially to hear from museum lines at Worthington, Ohio; Buckingham, Pa.; Warehouse Pt., Conn.; Baltimore, Md.; Wheaton, Md.; South Elgin, Ill.; Glenwood, Ore., and Middletown, Pa.

New Electric Publications

WHEN the Central Electric Railfan's Association was organized in 1938, its activities included regular meetings, inspection (fan) trips, and publishing frequent Bulletins. CERA was a small organization 40 years ago. Its earliest Bulletins were issued in small numbers and distributed mainly to local members. Those issues are now collector's items.

Demand for early Bulletins became so great that CERA decided to reissue the early copies to preserve the mementos of its history for the Bicentennial year of 1976. The acceptance of the first of the reproduced Bulletins was so great that in 1977 later Bulletins were re-issued. Details of both now available from CERA at P.O. Box 503, Chicago, Ill. 60690, including:

CERA's Early Bulletins 1-19 (1938-1940), 40 pages, 8½x11", soft covers. Articles on the North Shore; South Shore; Chicago, Aurora & Elgin, and Northern Indiana Railway, all with rosters, also many data sheets on equipment built for other lines. Not included is Bulletin 17, covering the Indiana Railroad. This one was later produced in a much enlarged form as Bulletin 91.

An Interurban Goes Modern and other early CERA Bulletins 20-34, (1941-2), 40 pages, 8½x11", soft covers, featuring the then-new North Shore Electroliners, Chicago Surface Lines roster, the Terra Haute, Indianapolis & Eastern; the Springfield (Ill.) Transportation Co., Traction map of the lines in Central States, etc. Each issue is well illustrated and sells at $6 a copy. (Illinois residents add 5 percent sales tax.)

Garden Spot Trolleys, by Luther P. Cummings and Benson W. Rohrbeck, 170 pages, 6x9", soft covers and plastic spiral binding. Available at $10.50 from Ben Rohrbeck, 1003 N. Chester Rd., West Chester, Pa. 19380 (Pa. residents add sales tax).

This book deals with the street railway network that once operated in Lancaster County, Pa. It covers such companies as the Conestoga Traction Co., Ephrata & Lebanon Traction, Lancaster & York Furnace, and Lancaster & Southern Railways. Of these, Conestoga was by far the biggest, having at least 8 interurban lines and a busy spider web of city routes in Lancaster. The authors call the book an illustrated history. The photographic coverage, with over 200 views, far exceeds the text matter. Included are 9 maps, timetable reproductions, and a roster of each system.

CONTINUE SENDING transit news to Steve Maguire, P.O. Box 51, Belmar, N.J. 07719. Thank you.

PHOTOGRAPHS OF THE MONTH

Photograph by Robert L. Hogan

Two forms of transportation on a famous waterfront. The San Francisco Belt Railroad and a tall-masted sailing ship. It was March 7, 1972, and the aging SFB Alco No. 25 was switching the famed 4472 onto the proper track prior to the trip to the Southern Pacific for turning around.

When the old Pickering Lumber Co. logging railroad in the Sierras came to life seven years ago this summer, the 3-truck 80-ton Shay No. 7 is shown making her first trip over the line, Aug. 28, 1971, among the sugar pine trees just below remote Lyons Lake. The line, abandoned since 1965, operated in the tall timber country under its old common carrier name, the Sugar Pine Railway.

Photograph by Interesting Railfan Robert L. Hogan

SP side-door hacks converted from boxcars, just out of shops, 17 days before Pearl Harbor, on extra 1845 eastbound from Sacramento, Calif. Anyone know their history?

Ted Wurm, 122 Monte Vista Ave., Oakland, Calif. 94611

The Santa Fe's "Golden Peacock" Checks Track Clearances

"Man, we get some strange looks when people see us coming in that thing," laughs Bruce Vaughan, a surveyor for Santa Fe Ry. It's a fan-shaped arrangement of metal supports and bamboo poles mounted on one of the road's hi-rail pickup trucks. Santa Fe put The Golden Peacock into service recently to check track clearances. The Peacock's tail "feathers" will strike sign posts, signal poles, power lines and other obstacles that are too close to the track and, if necessary, have to be moved.

R.B. Henderson, Santa Fe. Ry. Engineering Dept., Los Angeles, Calif.

Doubleheaded steam special for the National Railway Historical Society's annual convention on the N&W mainline from Roanoke to Lynchburg, Va., on the morning of Sept. 3, 1977. In front, ex-T&P 610, on loan to Southern, talks up a storm just ahead of Dixie railfan sweetheart, the 4501.

Thomas P. Cheesborough, P.O. Box 324, Coconut Grove, Fla. 33133

New York, Susquehanna & Western 1804 is serviced at Little Ferry, N.J. shops. Just three B units left on road.
Bruce Russell, 240 Mount Vernon Pl., Newark, N.J. 07106

Three GE 44-ton units on Nez Perce & Idaho, the state's only privately-owned shortline, haul train of loaded wheat cars into Craigmont on August 23, 1971.
Photograph by Henry R. Griffiths

The first mainline electric locomotive on the Milwaukee Road, and the world's largest, on display at Butte, Mont., in Oct. 1915, a few days before it inaugurated electrified service over what for many years was the world's longest mainline electrification. Some 2,500 inspected it at Butte, and 60,000 saw its pre-service tour over the road.
The Milwaukee Road

If this boiler were steamed up, Ann Stroud, Oregon State U. art student, wouldn't get so close. Engine is Georgia Pacific 2-8-2 No. 5 (Baldwin, 1922), now retired and on view in Avery Park, Cornvallis, Oregon.
Photograph by William T. Morgan

Three Forks, Mont., on a snowy, foggy March morning in 1973 as E-75 and E-21 head for Harlowton.

All photographs by Noel Holley

Interesting Railfan Number 184

NOEL T. HOLLEY

by Freeman Hubbard

Self-portrait: Noel Holley beside Denver & Intermountain car 25 at Colorado Railroad Museum in Golden.

ON JULY 19, 1969, the day before the first manned moon landing, Noel T. Holley, who has a specialized interest in electric railroading, went to Missoula, Mont., to see some Milwaukee Road's electrics. He was then employed at Thompson Falls in that state and chose Missoula because it is a city. Every city should have a rail yard, he figured, also switch engines and a terminal full of heavy road power.

That warm sunny afternoon he caught a ride to Missoula with a friend, got a bite to eat at a local hash-house, checked into a motel, and then, with his camera, hiked across town to the Milwaukee depot. To his dismay, he found no yard or engine terminal, but he did pick what looked like a good spot for photos on the bridge across the tracks.

After waiting there for 45 minutes or so, Noel got restless. He was standing above a transcontinental mainline but no train appeared. Back in Oregon, where he used to live, whenever he wanted to see a train he'd just stand beside the Southern Pacific tracks and something was sure to come by. But here, after waiting about an hour and a half without even hearing the rumble of wheels, he was puzzled and impatient.

With no lights or airhorns in the distance, our *Interesting Railfan* strolled down to the depot to inquire about the next train. His question surprised the agent, who said it was not due until some time between 3:00 and 9:00 the next morning! Noel asked him to be more specific.

The agent called down the line until he found the train. "It'll get here between 6:00 and 8:00," he said. In disgust, Noel trudged back up the stairs to the bridge and returned to his motel.

Next morning at 7:30 he gazed intently as a "Little Joe" and four diesels glided past the depot with a westbound freight. This railroad wasn't exactly the high-powered, fast-rolling, "thunder hawk" he'd expected, but he found it interesting. To him it was like stepping back through time into some of the Eddie Sand stories that Harry Bedwell wrote for *Railroad Magazine.*

Putting his camera back into its bag, Noel hungrily trudged off to a downtown diner for breakfast. There, the eyes of all customers and the beanery queen were glued eagerly to the TV set, and while he was eating his bacon and eggs and sipping coffee, the first men walked on the moon!

THE FIRST TIME Noel Holley saw an East Coast electric was in December, 1973, the experience being quite different from the one he'd had on the Milwaukee Road. He was going to visit some friends in New Haven, Conn., and in order to get an excuse for riding the rails, he flew to New York City from Denver and took a commuter train into New Haven.

It was raining cats and dogs that day when the New Haven train of MU coaches pulled out of Grand Central Terminal. Things were pretty sedate as they rolled along the old New York Central line to Woodlawn. A lone traveling railfan peered out the rear car windows while commuters were playing cards, reading newspapers, or dozing in their seats.

Under the wire the action started. Noel says he'll never forget bowling along that four-track main through a winter rainstorm. His train must have been doing 50 mph when a light appeared in the distance behind. Larger and larger it loomed. Above, its lightning-bolt pantograph arc flashes lit up the cloud-darkened sky. Within moments it overtook the commuter train and was gone. Noel had just seen one of Penn Central's legendary GG-1's on the afternoon Amtrak train to New Haven.

Born in New York City on April 4, 1947, a social worker's son, Noel grew up in Portland, Ore. He lived in Eugene, Ore., while attending the University of Oregon, then lived and worked in Colorado at Denver and Boulder from 1971 through 1975, and now he is living—permanently, he hopes—at 4116 12th Avenue N.E., 203, Seattle, Wash. 98105.

Like most of our *Interesting Railfans,* there are railroaders in his family tree. One grandfather, Simon Hill, worked on the Denver & Rio Grande Western for 42 years, running between Denver and Oakland as well as Denver-Chicago. His uncle Ed Clark, a Pullman porter on the same road, taught Noel to "read" the names on boxcars when he was about five years old. Trains have in-

Chicago, Milwaukee, St. Paul & Pacific E-50 locomotive at Avery, Ida.

terested him from as far back as he can remember. Our hero recalls watching with joy from his father's car window as Mallets with thunderous exhausts smoked their way down from the Colorado Rockies and urging his father to try to catch up with them. However, his family neither encouraged nor discouraged his interest in trains.

"My greatest single area of knowledge and interest is railroad electrification," he tells us. "It was stimulated about ten years ago by observing the Milwaukee's wires between Seattle and Tacoma but never seeing trains under them. This hobby was further accentuated when I found it hard to locate pictures or information about the Milwaukee. I was saddened a few weeks ago when the road went into receivership."

NOEL DID very little photography before 1970. He never liked his own photos very much until after he got an SLR and could exercise a bit of artistic control over them. His favorite shots capture mood and feeling. (For example, the one he took on a snowy March morning at Three Forks, shown here.) Some of the pictures he likes best have appeared in our magazine, particularly in the 1940s and 1950s—shots of railroads in that era from the railroad employes' viewpoint.

"I find the three-quarters views with the rods down dull by comparison," he says. "Only intermittently do I take rail photos, and then I concentrate on subjects I can't find in magazines. Much of my picture-taking consists of portraits and memorable scenes."

Noel is tall, sensitive, witty, a born story-teller, and a man of diverse interests. He's a six-footer, well built at 185 pounds. His skin and eyes are brown, his hair black, and he wears glasses. He is presently employed as a personnel analyst for the city of Bellevue, Wash., and is single. Maybe the right girl will come along some day, but she hasn't showed up yet.

Besides photography, his hobbies include writing about railroads, HO scale modeling, wind-powered boats, reading lore of the sea, and being a jazz musician playing the vibraphone. How he finds time for all these avocations is a mystery to us, but he says, "I never get bored with my hobbies nor run out of things to do."

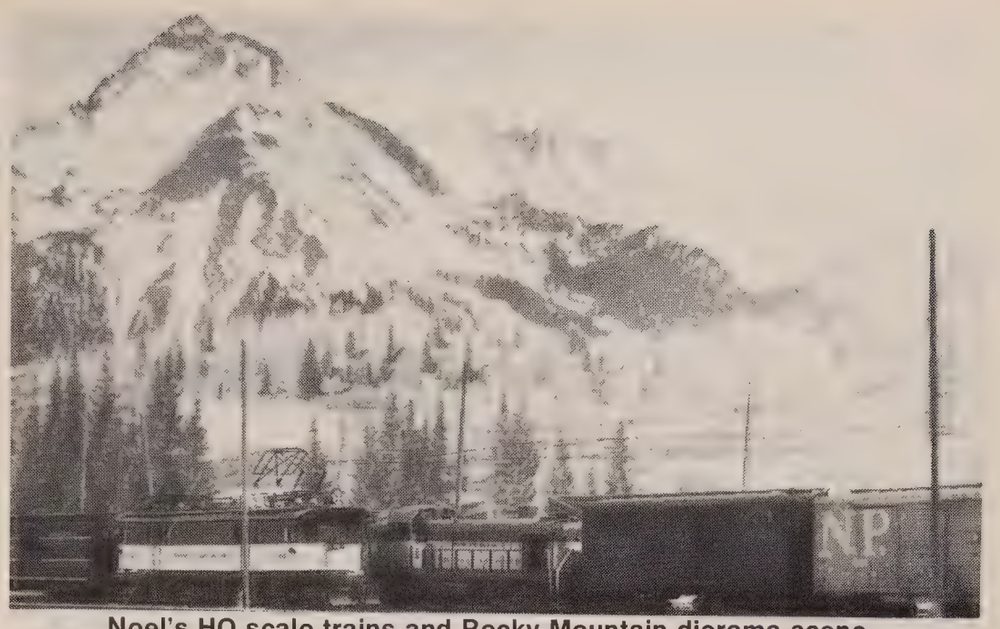
In model railroading, he has built mostly from prototypes of the Spokane, Portland & Seattle and is rather proud of his electrics lettered for that road. His best-known model is one of a Milwaukee Road substation. It contains transformers and rectifiers to power his model trains. In addition to real electric gear, it contains model motor-generator sets, a man in the operator's room, and a lighted switchboard on his desk.

The substation once had a scale electrical fire. This occurred when a short-circuit of trackside turned some substation wires into molten cooper puddles and insulation smoke. The fuse, as fate would have it, remained intact.

Sam Arnold of Denver recalls an incident which sheds light on Noel Holley's personality. "He was planning to do something in extensive photography in Oregon or Washington," Sam writes, "and as I have a modest reputation as a photo journalist, he asked me one day if he could view my photos of various travels. He was interested in not just the camera techniques, exposures, and concepts, but even more in the approaches or subjects which I used to paint in an in-depth view of a country.

"Well, he came to my home and we had a grand time while Noel studied and analyzed my work and noted how I had created certain effects. He's an 'in-depth' man, does his homework, and knows more about his hobby than many another railfan does. He approaches things with infinite care and authenticity. One of his creations is the interurban overhead railroad line put into the De-

nver HO Club layout in the basement of the Colorado Railroad Museum at Golden. The solder joints and overhead power are fine examples of modeling in this highly professional layout."



Noel's HO scale trains and Rocky Mountain diorama scene.

NOEL HAS HAD articles and photos in *Railroad Model Craftsman, Model Railroader, The NMRA Bulletin,* and *Rail Classics.* He also has been assisting *Interesting Railfan* Richard Steinheimer and is a contributor to Dick's upcoming book on Milwaukee Road electrification. In the works, he tells us, are articles on Great Northern electrification and model railroading.

"I first became acquainted with *Railroad Magazine,*" he recalls, "in the 1960s when I bought old copies from used book stores. I was—and still am—fascinated with its stories and pictures provided by old railroad employes and I continue to read it to keep up with railfan news."

Alan R. Burns, a Burlington Northern brakeman of Alliance, Neb., writes: "Noel conscientiously tries to do well in all of his pursuits, whether photo-taking, the darkroom, modeling, research, music, sailing, or friendship. He generally succeeds in what he does because of his natural and acquired abilities and the time he takes to understand the relationships involved. It is fun to spend time with him. He is never at a loss for subjects of conversation."

According to Erwin Chaim of Denver, Noel does well in almost everything he sets out to do. "He is a creative and quality photographer. His models have won awards. He has given clinics with presentations expertly done. He will go a great way to get the exact modeling and photographic effect he wants. And he has a rollicking sense of humor that, so long as he was with us at Denver HO Model Railroad Club, added sparkle to our meetings. He also has style and great dignity. We miss his presence."

"I have known Nel Holley since our college days at the University of Oregon," writes Thomas A. Beaumont of Minneapolis. "A mutual love of railroading drew us together. But Noel, while enjoying the romantic side of his hobby, is practical about it also, while I stick to the romance, especially with regard to the dying passenger trains. Noel captures the beauty of railroading both photographically and in his writing. His skill at both, as well as his craftsmanship in building scale models—working ones at that!—is little short of marvelous.

"His care and patient love of even the minutia of motive power and equipment reflect his personality, which is gentle, painstaking, and calming. One time when I was passing through a periof of grief, he helped to soothe me at—of all places!—the old Oregon Electric depot in Eugene, while an SP&S switcher was throbbing rhythmically in the background. Noel is, in turn, compassionate, humorous, satirical, witty, and disarmingly frank. He is not one to let you get by with anything hurtful to his fellow men."

Which is quite a recommendation for *Interesting Railfan* No. 184.

Milwaukee E-81 yard goat in Deer Lodge, Mont., roundhouse in 1973.

SIDETRACK THE OLD ONES

An E.S. Dellinger Classic

THE NEW division superintendent, Jim Corrigan, parked his feet on the corner of his mahogany desk and said: "Yes, sir, that's my motto: sidetrack the old ones. Get 'em off the main stem before they throw a flange or blow a lung and ditch a half-million-dollar train. It's a matter of efficiency."

Old Charlie Hall, known as Hatchet Face, senior conductor on the S&S, glared at the smug young official through narrowing lids. Then he glanced out where the branch local was dragging by with smoke pouring from its lofty stack, a new hogger leaning from the dinky cab.

The super was still speaking. "As I've said before and will say again, a man past sixty has no business working on a railroad. He's too old for responsibility. Too much property, too many lives at stake. That's why they sent me out of St. Louis to take charge of this Arkansaw Division—so I could sidetrack the old heads, trim out the dead ones, and make a railroad out of a streak uh rust." The red mounted higher in Hall's face. His blue eyes grew hard as ice. He twisted a brass button on the sleeve of his blue uniform.

"An' that goes for me, Mr. Corrigan?" he quiried with rising fear and wrath.

"It means, Hall," said the official soothingly, "that you've made your last trip on the *Comet.* Some of the boys I'm giving soft jobs like flagging street crossings and—"

The veteran leaped to his feet and thrust his hatchet face at the young super's full one.

"Flaggin' crossin's!" he screamed. "Mean to say you're gonna give me a job like that! *Me,* who drug a caved-in face, a smashed leg, a busted kneecap, an' a broken arm a whole mile to keep one of this company's trains from goin' into the ditch? *Me,* who was promised the best job I was capable of holding as long as I lived. Me flattin' at crossings—the hell you say! You can take your stinkin' railroad and stick it up you know where."

"Not so fast, Charlie," purred the official. "I didn't say I'd give *you* such a job. For old times' sake. I will do better than that. I'm giving you a choice run—flagging through freight out of Fort Jones. See?"

Charlie's fists clenched and opened. He could see slipping from him status he'd expected to hold until his call came from the Great Beyond—the run on the *Comet,* the luxury train he'd helped to make known to travel agents far and wide. This injustice was too much. He pounded the mahogany desk in a fury.

"You're gonna set me back flaggin' through freight?" he demanded. "Mr Corrigan, I'm a passenger conductor. I've punched tickets more days than you're ever seen. I was runnin' trains outa St. Louis when your ma was changin' your diapers."

THE SUPER'S beefy face flushed. He spoke with an effort at control. "You're not safe to trust with the responsibility of a conductor any longer. Some day you'll slip. They all do. Before that happens, I'm replacing you on the *Comet* with a younger man. You can take your choice of flagging jobs on through freight out of Fort Jones—or you can go to hell."

Old Charlie left the office in a daze. He stripped the braid from his uniform, tore off the buttons and tossed them in the alley. For two straight weeks he refused to work, but in the end he chose the least of a dozen evils and signed up flagging on the 62-63 run— the Texas stock —with "Alki" Wilson. Thus he toiled for a month, grouching, cursing, throwing a fit every time he thought of Corrigan or saw the *Comet* streak by while he was in a siding.

Thanksgiving Eve came. Thick mist hung over the roundhouse and the sprawling freight yards in Fort Jones, Arkansas—the old Fort Jones of the late nineties, you know, not the ghost of the past you see today.

Smoke crawled lazily up the murky sky. The whisper of exhausts drifted across the curving tracks where dinky switch engines shunted trainloads of Texas cattle, breaking them up for movement over the mountains to the north.

In the caboose of one of these newly made stock trains, Old Charlie labored industriously, albeit profanely, with his rusty markers. He polished the lenses with old train orders until they shone like diamonds, at every stroke of the tissues, he hurled vitriolic curses into the smoke-fogged air.

He damned everything on the caboose, especially the six odorous bull herders, spitting tobacco juice in filthy ring around the box of ashes he had set in the middle of the freshly scrubbed floor. The ex-conductor also upset the vials of his wrath upon the absent Corrigan who had made him a slave of bull herders instead of king of the fast-rolling special.

NEVERTHELESS, he lighted his markers and hung them in their sockets. He groomed his cupola light and adjusted the shutters. He hung his green flags on the corner of the caboose and set his red light on the floor.

Then Hall picked up his club and limped out to release the hand brakes and get his train

ready to leave town as usual.

The mist was freezing on running board and grab-iron. An east wind, whipping up from the river, chilled him to the marrow. His club foot—the one whose toes he had given the S&S in the head-end collision at Pacific in the early seventies—ached until he almost groaned.

He made his way painfully over the tops, releasing hand brakes. About the time he arrived at the smoky end, the student head brakeman brought the engine against the string with a bang, and Old Charlie turned back toward the caboose, coupling the air-hose as he went.

At the sixth car he paused. There was no air-hose on the seventh! Regulations required that every train leaving Fort Jones for the north have at least sixty percent air cars. There were fourteen non-air between him and the crummy. He swore anew and went limping back to the office to report to conductor Wilson and the yardmaster.

Wilson was at the window getting his orders and bills when the veteran came in. "Hello, Charlie," he said.

"Hello, Alki!" growled Charlie, with a suspicious sniff of the conductor's breath.

Alki laughed. "All set to go?"

"Not by a damn sight!"

"What's wrong?"

"Accordin' to rules we're supposed to have twelve air cars on the head end uh this train leavin' Fort Jones. We've got only six. What yuh goin' to do about it?"

THE YARDMASTER winked slyly at the conductor.

"That's all right, Charlie," breezed Alki, giving the oldtimer a patronizing slap on the back. "That's okay. We don't pay much attention to rules when—"

"Rules are made to be obeyed, Alki," argued the veteran. "I don't take any responsibility for leavin' this yard with half enough air—"

"You don't take the responsibility, Hatchet Face. I've got the responsibility—me and Shorty, here." He jerked a thumb toward the yardmaster. "Besides, Corrigan himself told us on the last trip not to hold these hotshot stock trains for want of air."

Alki stuffed his bills into his jumper pocket, separated his sets of orders, and turned toward the door.

"But it's dangerous," protested the man. "What if—"

"Dangerous, hell!" exploded the conductor. "With six good brakes and the engine ahead, and a few tied on the rear, you can drop down these molehills like a top. If that's all that's eatin' you, let's highball outa town."

Alki Wilson slammed the door and strode out to the engine to deliver his orders. Old Charlie limped along behind, swearing and muttering:

"Damned pinhead officials—conductors—ignorant student brakemen—"

The first sixty miles of the run that night was not vastly different from a thousand other runs Charlie had made on stock trains. He took the orders, stared at the six stock drivers who were unceremoniously mussing up his clean caboose, and climbed to the cupola to read them.

OF THESE ORDERS there were several—meets with an extra south at Garland, with Nos. 61 and 69 at Gravel Point and Yorkville. A bunch of slow orders, and a time order on No. 5 reading: "No. 5, eng unknown, will run three hours late, Moline to Fort Jones."

No. 5 was the *Comet,* the train which Hall had ruled for eleven proud years. With an indignant snort, he hung the orders on the hook and settled down at the left cupola window.

On the floor below, Alki Wilson checked the transportation of the six stock attendants, contemptuously stumbled over a pair of exposed shins, and advised the owner to keep them out of the aisle. Then he made out his reports, took another long pull from his flat bottle and climbed to the doghouse cushion to smoke and snooze.

Old Charlie watched him bitterly. He could remember when this boy, a green kid from the Kiamichi country, had come to Fort Jones as a student. He had given Alki Wilson his first lessons in railroading; now kid was a conductor and he was Alki's serf.

Their train climbed out of the valley and wound its way up toward the crests of the Bostons. Wind grew colder. The mist changed to rain and the rain to snow—snow which whirled and eddied over the swaying car tops and whipped in at the open cupola window to melt on the cushions.

The southbound extra was in siding at Garland. Young voices called lustily out of the night as Charlie clanked by the siding where torches sputtered as yellow blobs through the snow. They approached Gravel Point. The airbrakes on the head end took hold. The rear came against it with a bang and bump which sent stock men sprawling and jammed the two trainmen into the forward end of the cupola. No. 61 was not waiting there for the meet.

Before the train stopped, Charlie swung down from the cupola, dropped off the rear, and limped hurridly away through the snow to flag Second No. 62.

The oldtimer could not see the red markers ten car-lengths away. He broke into a crippled run. He knew the second section was following close. A half-mile back he heard them coming, the whistle screaming out of the night. He hooked his torpedo to the rail and ran back toward his train to give a signal.

THE ENGINE shot out of the storm, struck the torpedo with a bang, and as the engineer laid a hand on the whistle, Charlie swung a washout with a fusee squarely in his face. The train rattled by him, calling for brakes. Charlie, still swearing lustily, watched the fire-spitting wheels roll past.

Second 62 was also out of Fort Jones short on air. Expecting every second to see it plow into his caboose, the ex-conductor hobbled along behind it, overtook the crummy, and trudged alongside the train to the engine, which stood panting a bare car-length from his own train.

He set his flagging equipment onthe rear platform and hurried forward along his train, feeling the journal boxes as he passed. All seemed to be running smoothly. No. 61 came crawling into the siding with its *whoosh-whoosh-whoosh!* Charlie checked the engine for number and signals.

Ahead of him a light blinked and wobbled. A whistle sounded, calling in the flag from the south. He swung a high sign. The light ahead passed it. A second later the whistle answered the signal and the train began moving. Alki Wilson caught the caboose as it creaked by the station, bringing with him an order on green tissue.

Charlie followed him into the caboose and read the order aloud: "No. 5 eng 711 will wait at Jackson until 12.58, Wardlow 1:05, Hilgers 1:14, Raveloe 1:20, Yorkville 1:31 for First and Second No. 62, engs 853 and 868."

He looked at his watch. It was now 12:01. If No. 69 were in the hole at Yorkville, they should make Wardlow for the *Comet* with time to spare. Into the cupola he climbed to watch and ponder as snow came in a thickening swirl. Wind howled and moaned. Hall lighted his pipe and settled back once more for his winding trail to Yorkville.

HIS BONES ached with the storm. Every hurt which he had received in years seemed bruised anew tonight. In his troubled mind he lived again that interminable hour of agony in which he had crawled back from the wreck east of Rolla, following the rail, to flag the *Texas Special* and keep her out of the broken bridge where his own train had plunged down to destruction . . . They had promised him plenty then, the S&S officials had—soft job—lots of pay. . . .

Miles clacked backward into the night and storm. The engineer whistled for Yorkville, whistled a meet. Charlie dropped down from the cupola, tore the cap off a fusee, and threw it from the rear platform into the middle of the track. When he returned, Alki was filling apint bottle from a quart of Bourbon which he usually kept on hand "for emergency."

"If we stop here," Alki explained, "I'll trot over to the head end an' take the boys a little somethin' to warm 'em up inside. It's damned cold tonight."

"You better let 'em warm up from the outside, young feller," said Charlie. "You're gonna git somebody killed drinkin' booze on duty. Booze an' railroadin' don't mix."

The train stopped at the north switch at Yorkville. Alki opened the door and strode out to the forward platform. Then he thrust his head back inside and called to the veteran flagman.

"I'm ridin' the head end over to Wardlow. You look out for the rear."

Charlie gave no sign he had heard. With a hostile glance at the six stockmen sprawling on the cushions, he dropped off and started back to look out once more for Second 62. But long before he came in sight of the fusee he had tossed off, he was called in and returned to catch the caboose pulling out toward Raveloe.

Yorkville was a blind siding. Raveloe had a night operator. The office stood on the curve with a warehouse to the south, so that it was impossible for northbound trains to see the order board until they were within a few rods of the station. The snow, dancing and swirling about tonight, lessened even this little visibility.

Charlie knew he couldn't see the order board in time to scramble down and make the rear platform to grab the order. He climbed stiffly from his cupola, lantern in hand, and wobbled back to the rear of the platform.

As he had suspected, the order board, when he came in sight of it was red. The operator was there in the darkness with his hand thrust up against the glow of his flaring lantern.

CHARLIE'S fading sight could scarcely discern the roll of flimsies lying loosely in the upthrust palm. He glued his eyes to the hand and, as he darted past, closed his own over it. There was a jerk and slap. The oldtimer all but lost his balance on the dancing caboose, but came up with the order clutched safely in one hand.

The operator yelled something at him—waved the lantern across, then up and down. But his words were lost in the swish of the storm and the clack of the wheels over sodden joints.

Hurrying inside the caboose, Hall opened the order and read: "Order No. 91 annulled. No. 5 eng 711, will wait at Wardlow until 12:48, Hilgers, 12:57, for first and second no. 62."

He looked at his watch. It was 12:32. The dispatcher had taken seventeen minutes of the time given on the first order. The *Comet* must be stepping along. It would be tonight, though, with "Rambling Bill" Jones at the throttle. First No. 62 had barely time to make Hilgers.

Charlie Hall wondered if the head end had gotten the order. Perhaps that was what the operator at Raveloe had tried to tell him. If they had missed it, though, according to the rules they should have stopped and come back for it. The battered old man shook his head. He did not like the way some of these young bucks railroaded.

On stormed the stock train, hurtling down the short slopes under full steam, roaring up the opposing grades with the rock and sway of stinking cars. What if that outfit of boozing youngsters had missed their order at Raveloe? Surely one of the four would have seen it.

Charlie sat in the cupola. He did not lean back. He was picturing

the track from Hilgers to Wardlow. Five thousand times in sun and storm he had ridden it. He knew every foot as he knew his own stairway.

THE S&S RAILROAD climbs to the divide between Little River and Willow Creek one and six-tenths miles south of Hilgers. From the crest it dips sharply down to the south switch, traverses a level space for a half-mile, then drops for four and two-tenths miles in a series of broad curves down Hilgers Mountain, one of the three controlling grades of the division, to the Willow Creek trestle.

This trestle is an impressive structure, a thousand feet long, 150 feet high, spanning a deep gorge cut from sandstone and lime. The north end emerges on a ledge, where Wardlow Creek joins the Willow and follows this ledge for almost three miles, to tunnel through the backbone at Wardlow. For four miles from the south end of the trestle, the road is built in the air on the side of the mountain, or in the earth itself.

In those days, "Safety first" was an unknown quantity. On the S&S it was rather "Let 'em hit an' pick up the pieces." This whole stretch of track was kept in perfect condition. Except for two or three curves, it was good for fifty miles an hour.

In order to make the steep grades on either side of the trestle, it had been the custom of fearless hoggers to hit the Willow Creek trestle running as fast as the wheels would turn. Officials had not as yet placed speed restrictions there, but, Old Charlie Hall had often warned the young daredevils who pulled throttles on the Arkansas to beware.

"Some day," he had told them time and again, "you boys are gonna hit that bridge runnin' a mile too fast. An' when you do, you won't stop. You'll keep a-goin straight on through."

They had laughed at Charlie, the wise ones had—laughed and tried to run a few miles faster. Tonight an unreasoned fear seemed to grip him. Suppose the engine crew had failed to get that order at Raveloe? Of course they hadn't—but just suppose they had? And suppose two trains—this stock train and the *Comet*—should hit mid-way of that high trestle?

He was tempted to walk over the top, running up the hill, to see whether or not they had. But to do so, with Alki Wilson already ahead, would leave the train with a man on the rear, and with only six air cars on the head end. They might pull a drawbar or snap a pin. to go while climbing the hill was out of the question.

THE TRAIN topped the divide south of Hilgers, running barely ten miles an hour. Old Charlie looked at his watch. It was 12:43.

On the order issued to them at Gravel Point and annulled at Raveloe, they would have had sufficient time to get to Wardlow for the *Comet.* On the new one, which Charlie had picked up at Raveloe, they could not go past Hilgers. To do so would mean a head-on collision with the *Comet.*

He had no reason to believe four men on the engine had failed to pick up an order. Only a sort of eighth sense seemed to warn him. He sat in the cupola waiting for the station whistle, waiting for the slack to bunch as signal that the brakes had been set on the head end. The speed picked up to fifteen miles an hour. Twenty! Through the storm, he could hear the bark of the exhaust.

"Damn fool hoghead is workin' steam!" he muttered.

Becoming more certain with every turn of the wheels that they wouldn't heat in at Hilgers, he swung down from the cupola and strode back through the caboose. The stockmen were still sleeping.

"Wake up, you fellows!" he yelled hoarsely, as he broke into a run.

The six stockmen came alive. Old Charlie snatched his hickory club, ran to the rear platform, and began twisting the caboose brake. The train was now doing a mile in two minutes. As he kicked the dog in place on the brake, the whistle pierced the night.

One long blast—a second's pause—two short ones! The train was going through. The engine crew had failed to get the order at Raveloe!

Hall's disfigured face was twitching. He shot one glance at the swirling snow, at the ground racing away under the crimson gleam of his markers. Then he burst into the caboose running. The six men, some sitting, some standing, were waiting for him.

"What's happened?" they cried.

The former conductor did not notice then that his floor was still foul with amber spit.

"Keep awake, you fellows!" he rasped. "We're gonna hit the *Comet* down at the foot of this hill. Brace yourselves an' stay in this caboose till it leaves the track."

With even the twelve cars required by rule, he could have been within reach of a signal. But with fourteen cars between him and the first air-hose, with blinding snow, with the rock and roll of the speeding train, to try to make the head end while they were on down grade seemed folly.

He thought of cutting off the caboose and saving himself and the six stockmen. But there was the *Comet*—his train—two coaches and three sleepers loaded full!

Old Charlie jerked open the cupola window, scrambled out to the running board, with club and lantern tightly clutched in his withered hands. The north wind howled and roared. It swept up the rise of the Bostons like a blast from an iceberg. Snow cut his eyes like driven sand.

For an instant he stood to get his bearings, to accustom himself to the excessive sway and plunge of cars. Then crouching low, the oldtimer plunged forward in his race with night and storm and death.

He set the brakes on the first two cars, as he passed. But that

took time—time he dared not lose. From the second car, he let them go.

STUMBLING onto the third car, he saw the south switch lights at Hilgers blinking green ahead of him. It blinked again as the cars shuttled in and out, blinked once and slunk back into the forest of snow.

He was on the sixth when, running 40 miles an hour, the train went crashing over the frogs at the north, and tipped down the steeper grade toward the Willow Creek trestle. The cars came together with a bang as the hogger set his engine brakes to check the speed until he reached the straight track above the trestle.

Charlie's feet flew from under him as though struck by an avalanche. He plunged forward in the snow, plowing his nose into the running board. His body whirled, rolled sidewise. His feet shot out beyond the car roof!

Twenty feet below, wheels cried and screamed. Flanges wailed and muttered. Hard ballast seemed to reach up frozen hands for human sacrifice. For a moment it appeared that the veteran must lose his grip, must slice down to be ground beneath those grumbling wheels!

Like life itself, his withered left hand gripped club and lantern. For life, his right sought hold on the running board. His freezing fingers found a crevice. He drew himself back from the edge of the reeling car, scrambled to his feet and hurried on.

Creeping, crouching, slowing when the cars struck curves and jerked against their braces, darting forward like a fighter when they rode the level he went through the blinding snow.

Wind grabbed the breath from him. Snow choked him until he could scarcely breathe. His feet slipped and slid. Knees tottered. The old-timer cursed Alki Wilson and the hogger for running an order. He cursed a student brakeman and a student fireman. He cursed a superintendent who said, "Sidetrack the old ones."

Still, though sometimes barely moving in the face of terrific speed, his head often a bare three feet above the board on which he walked, he bent to his task and beat his way forward.

Ten cars were behind him—eleven—and then twelve!

A glimmer of light blinked through the snow as the engine shuttled in sight on the curves. Hall stopped to give a signal. It was not answered. He struggled on. As he fought, he debated whether he should drop down the first air-car and try to stop the train by opening an anglecock, or hurry on and attempt to pass a signal.

HE CROSSED the thirteenth car—came to the middle of the fourteenth. The whistle sounded for the trestle. The exhaust broke in a wild blare as the hogger jerked open his throttle.

Once more Charlie swung his signal. Once—twice—three times— in a broad arc. The blare from the stack ceased. The cars from the rear came forware with a slam as the six airbrakes went into emergency. Not until then did the ballast scorching engineer answer his signal, let him know that he had seen.

They were still well away from the trestle. Hall did not hurry to the engine. Instead, he struggled back to the rear end of the car where two brake wheels stood together. He twisted them as tightly as his club could wind them.

The speed was slackening. He ran back still further and set two more brakes, then hurried forward over the now gently swaying tops to complete the task of—*a man too old for responsibility!*

Before the train had completely stopped, almost midway of the quarter-mile trestle, he slid down into the gangway, his breath short.

Alki Wilson yelled: "Whatsa matter, Charlie?"

"Didn't you fellows git that order at Raveloe?" screamed the irritated old man. "Didn't you?"

"There wasn't no order at Raveloe," lied the young conductor. "Board was green as a cat's eye when we come by."

"Like hell it was! Order there took up seventeen minutes of that time on the *Comet.* They're into us right now! *Right now!*"

Wilson stepped into the gangway. The engineer threw his brake valve on release, shot his reverse into the corner, and tried to back up. Charlie whirled to the student.

"Grab your lantern an' git outa here flaggin'!" he shouted quickly. "Run! like the devil was after you. The *Comet*'s comin'!"

White-faced and shaking, the student stood in the cab. He licked his dry lips in mortal fear.

"You—you don't send me out there—not out on this trestle'!! he quavered. "You don't—"

ALKI WILSON, the effects of booze gone from him now, snatched the red lantern from the locker, a fusee from the box above the deck, and sprang for the gangway. Old Charlie saw him disappear.

"Not there!" he screamed. "Not there! We're on—"

But already Alki, forgetting in his moment of awakening that his train stood high on Willow Trestle, had seized the grab-iron, had swung his body outward, had felt with his feet for earth where no earth was . . . Nothing but emptiness!

He reached the end of the grab-iron. His hands became taut. He clutched madly, trying to regain his grip upon the ice-clad iron. But he was too late!

With a wild scream he snapped loose into space. His body went hurtling far below to sink in the icy waters of Willow Creek!

The hogger stood blanched and shaking. His fireman dropped into a seat and covered his face with both hands. The brakeman scrambled back over the coal pile seeking safety.

Charlie Hall, the man too old for responsibility, slightly recovering from the exhaustion of his

trying race, reached into the box overhead and, grabbing two fusees and a handful of torpedoes, shoved the fireman aside, smashed out the front glass of the cab window, and scrambled over the running board. He rushed away into the night and storm to flag the *Comet.*

Snow lay thick on the timbers. Gaps loomed wide beneath his feet. Many a time he had walked that trestle flagging in the days when the road was young. Tonight he did not walk. Forgetful of all injury, of all injustice, he broke into a faltering run. Two by two, with unerring certainty, he took those bridge ties.

At every hundred feet two long ties were together. Four feet beyond the reach of train and engine, they hung high above the black gulf of Willow Creek—a refuge where the unwary, caught upon the trestle, might cling while trains passed by. One by one Charlie passed these turnouts.

He passed his sixth one. Already he could see, in the light of his oil-burning lantern, the towering bulk of the mountain wall above Wardlow Creek looming ahead.

FROM OUT of the night and the storm came the short, sharp blast of a locomotive whistle—the whistle of the *Comet*, streaking down toward the bridge! His eye shot sidewise at the refuge on his right. Could he run a hundred feet before the *Comet* came upon him?

Already his breath was spent. His legs, stiffened with the race of 70-odd years, were trembling until he could scarcely stand. He took the chance. Tearing the cap from a fusee, he stumbled on. The whistle spoke again.

Below, he could see the snow piled deep at the foot of shortening timbers. Ahead he could hear the roar of the exhaust rip the night as Rambling Bill Jones widened his throttle for the run beyond the bridge.

The oldtimer came to the abutment and planted a signal torpedo on the steel rail. There was a swish and a roar. The 711 came thundering out of the night. Frantically Charlie waved his fusee. Then he fell aside.

And in the instant the torpedo burst beneath the wheel, Rambling Bill's whistle answered his signal. Charlie leaned weakly against the gorge, waiting—waiting to see if the *Comet* would plow into the stock train or if its brakes would hold.

Sloughing fire from burning wheels, the express, the baggage, the smoker, the day coach, and the three Pullmans ran by slower and slower. Behind the last Pullman tonight was an eight car, a special. As it dragged past, Old Charlie lifted the lantern. It was—he knew—Superintendent Corrigan's—Jim Corrigan going home for Thanksgiving.

THE FORMER conductor tossed a fusee into the canyon and swore. He was still swearing when Jim Corrigan and the flagman—Charlie's flagman—hurried back to find out what was wrong.

Profanely the aging man told his story—as much of it as official ears must hear—as little as he could tell and do justice. He did not paint himself a hero nor the men responsible as villains. He simply stated facts.

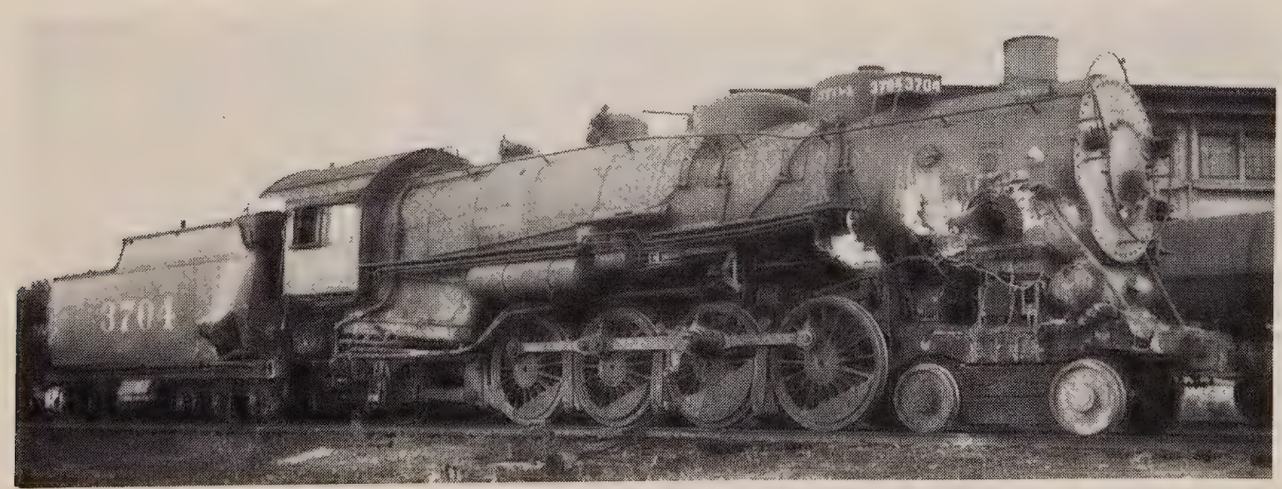
Nobody interrupted him. When he finished, he turned and went limping away over the trestle to the rear end of the super's private car. Corrigan was a step behind. He had not said a word since Charlie began talking.

The old man swung out over the yawning black gulf in whose jaws Alki Wilson had so lately found death and, gripping the grab-iron, climbed to the rear platform, muttering: "Sidetrack the old ones, is it? Damn pinheads! I'm too old for—"

Within the warm car he thawed out his frosted ears and toes and fingered his rheumatic jaws.

Corrigan's face was like a piece of raw steak. His ears were burning. He stamped up and down the length of the car, smoking frantically. When finally he could stand no more, he stopped in front of Charlie Hall and grabbed him by the shoulder.

"Shut your trap, oldtimer," he bellowed, "and report for your run on the *Comet* tomorrow." ●



This Santa Fe Mountain 3704 tangled with SF 2-10-2 No. 3853 at Coronino, six miles south of Grand Canyon, Ariz., on July 27, 1939, injuring 31 people. The 4-8-2 is seen at Williams a month later.

William O. Gibson, 4427 30th St., San Diego, Calif. 92116

Mike Eagleson

IN SEARCH OF STEAM

With Mike Eagleson

Rare Vanderbilt tender completely rebuilt for Texas State R.R. Mike No. 7, ex-MA.
Joe D. Morris, 5307 Gladstone Dr., Austin, Texas

CHESSIE STEAM SPECIAL is resuming its tour of the B&O/C&O System this spring. Presently, ex-Reading T-1 class No. 2101 is being reshopped at the site of its birthplace in 1945, the famous old Reading Company Shops at Reading, Pa. I understand that extensive wheel, running gear, and lubricator rebuilding required that the boiler be removed from the frame. This operation must make the whole scene look like bygone days at the shops. Although the special's complete schedule was unavailable at this writing, highlights include a 3-day spectacular May 12th from Baltimore to Cumberland, Md., then May 13th over Sandpatch grade, and May 14th over Cranberry grade. For sheer stack talk and superb engine performance, this is one trip to ride. Enthusiastic ticket sales can mean a continuation of these main-line steam excursions. Support them!

Built in Wellington, N.Z., in 1875, the 6-ton *Opossum* worked for Foxton Tramway, a harbor operation, and finally a sawmill. Greymouth Borough Council is owner. Jo Badcock of Greymouth inspects 107-year-old engine.
Photograph by William T. Morgan

GRAND CANYON RAILROAD, a privately funded corporation, is negotiating with the Sante Fe Railway for the line from William, Ariz., to the big breath-taking canyon. GCR aims to operate scenic tours over that route with steam power. Readers of this column are wondering just what motive power will be selected. Of course, I hope for historical accuracy, the use of an ex-Santa Fe locomotive. Terri Rees is GCR vice president for public relations. Please keep me informed on what happens.

FRIENDS of the National Railway Museum in Britain proposes to restore one of the most famous of all steam locomotives, the *Mallard,* to running order. This streamlined blue 4-6-2 class A-4 is claimed to have made the official world speed record for steam, 127½ miles per hour.

NUMBER 3525, an ex-Illinois Central and ex-Stone Mountain Scenic 0-8-0, is now in his city, reports Douglas Zimmerman, 1412 Meadowbrook Dr., Johnson City, Tenn. 37601. He believes the heavy switcher will go by rail to the Southern Shops in Spencer, N.C., for rebuilding for an unidentified owner. Doug understands, too, that ex-Buffalo Creek & Gauley 2-8-0 No. 4, which is also ex-Quakertown & Eastern and ex-Southwest Virginia, is going to the Tennessee Valley Railway Museum in Chattanooga because the Southwest Virginia tourist road has gone under. He asks if anyone knows where he can buy a steam locomotive in reasonably good condition for a fair price.

NARRAGANSETT PIER RAILROAD at Peace Dale, R.I., has bought its old 2-6-0 No. 11 back for possible excursions. Acquired new from Cooke in 1923, the road sold the Mogul in 1937 to the Bath & Hammondsport. Then in 1955 it sold No. 11 to Rail City in upper New York State. I photo-

Severn Valley Railway Mogul No. 43106 at Arley, England, one of two stations where trains pass.
P. Grand, 17 Everest Rd., Rugby, Warks, England

graphed the 11 live on that tourist line several years ago, and noticed that attendance was scanty, as a result of which the line folded. Now back on its old home rails, I eagerly await news of her first fantrip.

EX-MAGMA ARIZONA 2-8-2 No. 7 is now under repair for operation by the Texas State Railroad at Rusk, Texas. I had feared the rebuilding and construction of a new tender would alter the good looks of this little Mikado. But as the photo accompanying this story shows, my fears were unfounded. Joe Dale Morris, 5307 Gladstone Dr., Austin, Texas 78723, says the rare Vanderbilt tender was fully rebuilt at the Hahn & Clay plant. The tender's tank has been replaced. The only observable difference in the new one from the original is the absence of tank rivets. After repainting and lettering, no one is likely to notice this. I congratulate the Texas State Railroad for a fine restoration job. I'm looking forward to visiting the line myself for a future story in *Railroad.*

NUMBER 680, a Longview, Portland & Northern 2-8-0, idle since 1964 at Grande Ronde, Ore., has gone to the famed Virginia & Truckee (now under restoration), according to P.B. Vennard, 217 Easton Ave., San Francisco, Calif. 94127. Bob Gray is the new owner. The 1914 Baldwin has been in service since early August. Mr. Vennard says also that the two ex-White Pass & Yukon 2-8-2's did not go to Whistle in the Woods as previously misstated in this column, but went to the Tweetsie Railroad in North Carolina, along with the running gear of a third Mike, which has since been cut up.

AT RINGLING, MONT., the White Sulpher Springs & Yellowstone Park Railway has acquired a Baldwin 2-6-2, No. 18. She had recently been used on the Dry Gulch & Tombstone at Wytheville, Va. Prior to that, she was tested on the Cadillac & Lake City in Michigan and was operated until 1957 on the Mobile River Sawmill at Defuniak Springs, Fla., coming from W.B. Harbenson Lumber Co. She was built in 1920 for the Florida & Alabama as its No. 18, builder's No. 52850. I had the opportunity to ride the cab of this handsome Prairie while she was in service on the Dry Gulch Railroad. She stormed up a formidable hill and crested it proudly at a walking pace.

CANADIAN FOREST PRODUCTS has put 2-8-2 No. 113 on display at its Woss Camp headquarters at the north end of Vancouver Island. For several past years, the 1920 American Locomotive ran an annual picnic train for employes each June. Regretably, the Mikado will not be reflued for continued excursion service.

EAST GERMAN RAILWAYS had a cornfield meet last year with oilburning 3-cylinder Pacific 03-0078 from the Stralsund shed, as reported in my October column. More recently, the DR has now the dubious record of the last boiler explosion of a steam locomotive in Europe, reports Helmut Dahlhaus, Postfach 141, D-5830 Schwelm, West Germany. In November, the boiler of coalburning two-cylinder Pacific 01-516 exploded in Bitterfeld station. She was hauling train D-567 between Berlin and Leipzig. The regular engine for this train, a class 03 Pacific from Leipzig shed, was held in Berlin because of leaking tubes. Instead, a Berlin 01.5 Pacific was hastily prepared as an alternate. Evidently the crew did not take enough water, as the tender was nearly empty when inspected after the accident. The locomotive crew was killed.

Steam traction terminated in West Germany at the end of October. The farewell special between Rheine and Emden took place on October 23rd. Decapod 043-196 and Mikado 042-113 hauled the last steam train in two sections. The DB will not permit further steam excursions.

Southern 4-6-2 No. 1256 hauls accommodation near Willets, enroute to Murphy, N.C., years ago.
Photography by D.W. Salter

New Steam Books

TWEETSIE COUNTRY by Mallory Hope Ferrell, 8½x11″, hard covers, 219 pages, over 250 photos, illustrations, drawings, maps, timetables and 3-color paintings, Pruett Publishing Co., $25.95. (Available from Railroad Magazine Book Service.)

A fine photo-history in depth on the narrow-gage and standard-gage East Tennessee & Western North Carolina Railroad.

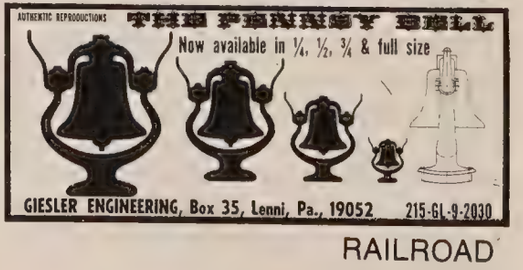
With broad-gage aspirations but narrow-gage budget, the little shortline won the hearts of the rural community it served and suffered with them through floods and the Depression. Thorough research, a good layout, and a beautiful printing job on quality paper make this an outstanding job on a quaint subject. The author is one of our *Interesting Railfans.*

COTTON BELT LOCOMOTIVES, by Joseph A. Strapac, 8½x11¼″, hard covers, 244 pages, over 300 photos, maps, rosters, diagrams, Shade Tree Books, $20. (Available from Railroad Magazine Book Service.)

At last we get the definitive steam (and diesel) motive power book on the St. Louis Southwestern Railway. A well-researched and thorough text accompanies a great Cotton Belt photo selection. Included is an alltime roster of all steam and diesel power dating back to the 1880s. Layouts are good, text is full, and reproduction is excellent.

RAILS TO THE ROCKIES, by Gregory Le Pak, 9¼x12¼″, hard covers, 126 pages, 220 photos, maps, diagrams, paintings, timetables, Alpine Publishing Ltd., $18.95. (available from Railroad Magazine Book Service.)

A broad photo collection of the Colorado railroad scene from the 1880s to 1970s. From narrow-gage steam to standard-gage diesels. An ambitious cross-section and wide sampling of the varied class I and shortline railroading styles in photos. Layouts and reproduction are first class. If you only have one book on Colorado railroading, this book should be it. Several paintings by Joseph Priselac, including one of Rio Grande 4-8-4 No. 1701, further enhance this work. ●


AUTHENTIC REPRODUCTIONS
THE PENNSY BELL
Now available in ¼, ½, ¾ & full size
GIESLER ENGINEERING, Box 35, Lenni, Pa., 19052 215-GL-9-2030

A locomotive named for two women, *Annie and Mary*, rumbles across Warren Creek trestle on the Arcadia & Mad River Railroad. Does any reader know of another engine named for two women?

Photograph by Jack Armstrong

After hauling full hoppers through Blackwater Canyon in '71, WM power enters Elkins, W. Va., yard.
Roger P. Cook, 505 Summit Ave., Oradell, N.J.

TRACKSIDE in the Diesel Age

With Jim Edmonston

WHILE I AM WRITING these words, my home city of Cincinnati is tied up with a blizzard—snow and 60-mile-per-hour wind! All of Ohio is closed down and my mail shows the effects. What has gotten through is rather light. Railfanning suffers most in this kind of weather.

Right now, the railroads themselves are doing well just to keep operating. Like other roads, the Louisville & Nashville has been delivering food to snowbound families and otherwise helping out in the crisis. Look for a big spread about it in the *Family Lines Magazine*. The interesting Railfan Charlie Castner and everybody else in Public Relations Department should have a field day.

AS WE GO to press, we learn that the Federal Government will be spending $400 million this year on further improvements to the Northeast Rail Corridor between Washington and Boston—twice as much as in 1977. But the goal of having Amtrak trains running smoothly at up to 120 miles an hour may not attained before 1982.

Last year's results in New Jersey, the first full year of construction in the $1.9 billion program to upgrade the Amtrak corridor, fell short of expectations.

According to *The New York Times*, railroad engineering specialists from Japan and France have been looking at the Northeast Corridor with some astonishment. Japan has the world's fastest passenger train service on new lines reserved for passenger service, and France is building a high-speed line between Paris and Lyon over which passenger trains will operate at average speeds of 130 miles an hour, with no interference from freight trains.

The foreign specialists are surprised that our country continues to plan a mix of heavy freight trains—which pound the rails, making maintenance difficult—as well a busy schedule of slow-moving commuter trains in the same corridor along with the Amtrak speed runs.

RECORD TONNAGES and increased spending on rail line upgrading highlighted CP Rail activities on the Pacific region in 1977. The region, which includes over 5,000 miles of track from Swift Current, Sask., to Port Alberni on Vancouver Island, is traditionally the railway's busiest, last year accounting for over a third of total ton-miles handled in Canada by CP Rail.

Major improvement and upgrading programs on the heavily-used mainline and other trackage totalled $84.3 million, up from $77 million in 1976. The work is in addition to the $5.6 million start-up on the first two of four double-tracking and grade revision projects. Total ton-miles exceeded 40 billion—the highest ever reached on the region. The previous record was 38.9 billion, set in 1973.

AMERICAN tests of the Swedish Rc4a electric locomotive and the French electric have been evaluated, and Rc4a is apparently the winner. Amtrak has ordered eight new electrics from EMD-ASEA, based on that design. Amtrak wants a total of 30 at a cost of $77.9 million, but 1978 funding allows only $22 million, which is the cost of the first eight units. These will be B-B, with four axles and 4 tractions motors, double-ended (two cabs), and 51 feet long.

Pantographs will supply power. Service weight to be 199,500 lbs. Short-term tractive effort will be 52,500 lbs., continuous 30,500 lbs. These engines are designed for 125 mph operation, with 50″ drivers and power controlled by thyristors. They will pull trains of up to 8 Amfleet cars at 120 mph between Boston, New York, and Washington. The GG-1's now in this service will be replaced

The first new electric is scheduled for delivery on December 1, 1979. What will they look like? How does this smaller, lighter style affect the big E-60's? Are they the electric equivalent of the too-big diesels, the SDP-40F? The Northeast Corridor is in for some more interesting times.

Meanwhile, a grade-crossing accident at Arbutus, Maryland showed the mettle of the GG-1. A Metroliner train pulled by one of the 40-year-old classics knifed right through a tractor-trailer rig stalled across all four tracks. The truck was loaded with chocolate syrup, nuts, and other soda fountain products. Nobody was hurt or apparently even aware that they had just destroyed a truck, although the remains were carried a half-mile. The GG-1 nose was damaged. Metroliners, as I pointed out in last issue, do not run well in snow and ice, so are given GG-1's for power. Lucky thing, this time. This info from the *Baltimore News American*.

OFFICIALS are finally realizing that the Baltimore, Md., tunnels of both Conrail and Chessie System are a bottleneck and detrimental to the city's position as concerns freight movements in the Northeast Corridor. This problem was first brought to light in 1919, when Pennsy proposed a new tunnel, which was not built. Neither the Chessie's or Conrail's bore will take Hi-Cube cars. Both have tight curves. Chessie has single-tracked its curves to take advantage of center height.

Baltimore politicians are demanding that a solution be found. How? Daylight the tunnels through downtown Baltimore? Widen one? Build a new one? Costs are astronomical! It would almost be cheaper to build a new railroad around the city. Our thanks to John G. McDade, 429 Range Road, Baltimore, Md. 21204 for rail-interest items clipped from his local newspapers.

Both B&O and Conrail have problems in this area with derailments. B&O spilled one in early January (before the storms came) in Dillsboro, Ind., and a leaking tank car caused evacuation of the residents. No cause reported. A worse mess on B&O occurred at Point Pleasant, W. Va. (remember that town's "Silver bridge" disaster?) in mid-January when a car of deadly epichlorohydrin (pronounce that word if you can) upset and contaminated three of the town's five deep water wells. And Conrail dumped a string of Hi-Cube auto parts boxes here in Cincinnati, tearing down part of a lineside industry in the process. Furthermore, Amtrak's *Shenandoah* froze to the rails during her layover here one night. When they moved her, the ice pack derailed the Amfleet cars.

WINTER WEATHER is bad enough, but the crippling coal strike lingers also. Some operations of C&O, B&O, N&W, and L&N are cut to the bone. Jerry Mart, Hopkinsville, Ky., says the independent mines in his area that try to stay open have met with violence. One of Jerry's relatives lost his knee when shot as he tried to go to work. L&N has many numbers of locomotives stored at Radnor and Howell Yards, with mainline freights, primarily piggybacks, hauled by GP-38's and U-23B's. The L&N is reported to have five DMIR SD-9's on lease, however, while those on Illinois Cent-

KCS F-3A No. 95 was still running in Shreveport, La., last November.
Photograph by C. Hunter, 1701 Bluebonnett, Denison, Texas 75020

ral Gulf have been returned.

Apparently, ICG is the recipient of those Union Pacific SD-24B's (also SD-24 caps) that I reported going to Precision National. I don't know whether they were purchased outright or leased. The numbers involved so far are: 408, 415 (both cabs) and 400, 409, 416, 418, 426, 427, 430, 438, 439, and 440B units. They will end up working the Western Kentucky coal fields.

ICG's last remaining big Alco power may be gone by now; C-636's numbered 1101 and 1102 were spotted in the yards at Central City, Ky., dead and in deplorable shape, with "Scrap Me, please" lettered under the cab windows.

THE COAL STRIKE,hits Conrail especially hard, not only in terms of lost ladings but also in shortage of power. The generating plant at Cos Cob, Conn., that feeds the ex-New Haven New York-Boston corridor is running out of coal, and train speeds have been reduced to conserve as much electricity as possible. Also, as a conservation measure, heat has been reduced in the coaches.

Jerry Rosenfeld of Dumont, N.J. saw RSD-12 numbered 6877 and RSD-15 6816 dead in tow behind the power of westbound EV-4 through Dumont on Jan. 17, probably enroute to De Witt or Selkirk for rebuilding or cannibalization. Big Alcos are very rare in Jerry's area. No. 6877 was last sighted stored in Morrisville, Pa., and the 6816 was working in the PRSL's Pavonia Yard in Camden, N.J. Power on EV-4 that day was C30-7 No 6607, and U-28C 6529 and U-25B 2547 and U-33B 2894— a real catalog of GE power! Also in the consist was Providence & Worcester boxcar No. 1409, a new (10/77) car with plug doors.

Alan Kramer, 25-03 Fair Lawn Ave., Apt B, Fair Lawn, N.J. 07410, reports that Conrail freight locos have been pulling trains for the NJDOT over the ex-EL commuter lines out of Hoboken. He says the reason is the high incidence of breakdowns suffered by the U-34CH's assigned to this service. As the CR locos have no heat or light capability, they provide only power, with a U-34CH coupled to the other end of the train for auxiliaries. Thus the trains look like "push-pulls." Units 3131, 2348, 3653, and 3060 have been seen. Alan also spotted some boxcars which look like ex-P&LE cars—due to their green color and block-style lettering—bearing the reporting marks "Y&S" Cars 1001, 1046, 1047, and 1049 have been seen. I assume that is the Youngstown & Southern, a steel road that connects Youngstown, Ohio, steel plants with the Montour Railroad, among others.

CARL TIMKO, Conneautville, Pa., was looking around before the big blizzard struck and reports seeing Penn Central C-425 2453 in Hubbard, Ohio, and later EL C-424 2489 switching hot metal cars there. Elsewhere, at Meadville, Pa, the ex-EL yards were crowded with locos and three snowplows, evidently assembled there in anticipation of another big storm.

Pennsy fans will appreciate the fact that the 497788 is still in her Pennsylvania lettering and is painted M of W yellow. Erie Lackawanna plow 1303 was in gray with the old EL maroon herald and lettering. PC black plow 60037 was there, too. Carl counted 24 locos either switching or awaiting calls, all in either Conrail or PC schemes. Hillsdale County boxcar 715 (HCRC marks) was spotted at a Meadville feed warehouse on January 5th.

Al Shade of Cleveland wrote on 1/28, two days after the storm hit, that the high winds (measured at 102 mph at the Cleveland water intake, which is five miles out in Lake Erie) blew down the gantry crane at the C&P docks. Conrail had lost of power sitting out at Collinwood Yard, but snow prevented our correspondent from reporting all of them.

One sight was the entire roster of Cleveland Electric Illuminating GP-38-2's sitting on a dead track, drained out of service. Al supposes CDI cracked down and forbade Conrail's use of them. With the coal strike, they cannot be used on the CEI unit trains. Al's power-sighting report shows no leased units, everything Conrail or PC, which is the first time I can remember that happening since Conrail began.

"F" units still abound in Cleveland. One train seen at Berea tower on 1/28 would delight fans in "F"-less territory: Conrail train TF-2 passed there at 4:27 p.m. with units 1774, 1734, 1878, and 1858, all four F-7A's. Since Al has heard that Conrail will get forty GE B-23-8's (U-23B, 1978 version), he is looking for retirement of many Alcos.

CARL TIMKO hopes to be a Bessemer & Lake Erie employee soon, but things look bleak while the coal strike continues. With 350 employees laid off B&LE has been moving only empty hoppers, limestone, ore (which comes out of storage piles) and an occasional mixed freight.

Both Jerry Rosenfeld and Charles Fredricks, 450 Veroa Place, Paramus, N.J. 07652, visited the Morristown & Erie Shops, now the National Locomotive Co. in Morristown, N.J., recently. Fredricks was there on 12/27, saw M&E Alco S-2 14 without her trucks. Jerry visited a month later, and reported the same locos as seen by Charles but in a more advanced state of repair. N&W RS-36 2869 is now National Loco 1801, while 2871 is National 1800, and N&W RS-11's 402 and 404 will be 1805 and 1806. The N&W RS-11 411 is down to her 251 prime mover. The EJRR&T 44-Tonner 17 is still in her black/yellow paint but is now lettered Norton Co. No. 2 Charles mentioned two other RS-11's without markings. Neither correspondent said anything about the Long Island C-420's or Army MRS-1's that had been there previously.

A NEW YEAR'S weekend trip to East Deerfield, Mass., by Jerry Rosenfeld afforded him a look at the Boston & Maine's new GP-40-2's. These are numbered 301-318: Jerry saw nine of them in East Deerfield. They are standard B&M blue but with

a new lettering style. The familiar stylized "B through M" logo appears on the cab sides, but a large white block-style "Boston & Maine" appears on the sides. All letters run together with no spacing, and a block "BM" appears on the nose. The units lack dynamic brakes and therefore the familiar blisters, giving them a long, clean look. They went into service between East Deerfield and Mechanicsville on 12/28/77.

A Boston & Maine news release notes that two of the 18 units (which numbers?) were named for two of its past Presidents, one for Paul W. Cherington and the other for John W. Barriger, one of the most familiar and best-loved names in U.S. railroading. B&M paid $465,000 apiece for the units, without help from the Government. Recently I read where a Lima super-power 2-10-4 cost the Texas & Pacific a little over $100,000 in 1927. Inflation!

A NEW Barco Locomotive Performance Verifier (sometimes called a Rack Position Recorder), produced by the Gustin-Bacon Division of Aeroquip Corp., is proving to be a valuable diagnostic tool for locomotive maintenance personnel. A physician utilizes an electrocardiograph to detect and record heart impulses. In much the same manner that the locomotive performance verifier detects and records information relating to the power output of a speeding locomotive. Mounted on a diesel locomotive and connected to its lay shaft, the instrument measures and records the relative position of the engine's injector racks (governor balance) whenever the unit is operated at full-throttle. The result is a permanent, visible record of performance and associated equipment operation in the 8th (full) throttle position.

The engine's governor balance is represented by a trace rerording on an 2½-inch wide pressure-sensitive tape, which is visible through a special "window," and is housed in a sealed, heavy steel case. The tape can be removed easily and quickly for inspection or changing. Each 100-foot role of tape is enough to record 960 hours of full throttle operation.

THE RAILWAY EXPOSITION CO. of 1100 5th and Race Tower, Cincinnati 45202 has acquired a rare engine at Brookville, Ind., shops. They now have a 15-ton Brookville 0-4-0 diesel, built in 1949 for the Indiana-Michigan Electric Co. This little-known builder of industrial engines is located in Brookville, Pa., hence its name. Coincidence places the loco in a town of the same name in Indiana. The loco is operational, but needs cosmetic work plus a new arrangement of footboards and grab-irons. Railway Exposition will replace the straight air brakes, with an automatic system. The loco is in as-built condition, except for the replacement of the 2½" headlights with full-sized lamps. Anyone interested in seeing her is asked to call Bill Sprague at 513-241-5302 during business hours.

FROM KALAMAZOO, MICH.—the town Glenn Miller made famous—we hear from Al Oxley, 3010 Briarwood Dr., 49004. Mich., that railroads have always been interesting, even more so now with all the new shortlines rising from the bones of PC branches. Hillsdale County, Lenawee County, and Tuscola & Saginaw Bay have all been mentioned in this column.

Al adds some sightings of his own: At Cadillac, Michigan Northern operates four Alco RS-3's. The Boyne City Ry. has changed its name to Boyne Valley, and still operates a summer tourist passenger business behind a GD 44-tonner out to Boyne Falls. Hopes are high for trackage rights over Michigan Northern into Petoskey. Lake Superior & Ishpeming, in the iron ore regions of the Upper Peninsula, operates a unique roster of RS-3's, s home area, the Kalamazoo-Battle Creek region, action is not limited to Conrail. At Battle Creek, the Grand Trunk Western main finds C&NW units running in a pool arrangement, most of them SD units. Also found are Canadian National units on GTW. Al says Conrail is still using leased CN and GTW units in his area.

GRAND TRUNK WESTERN will spend $22 million in 1978 for capital improvements including 20 new GP-38-2's which will be delivered in the first quarter of 1979, while 397 new freight cars, track and bridge improvements account for the rest of the outlay. GTW is also installing Touchstone Fuel Savers in 54 locomotives.

Peter I. Roehm, Straitsmouth Way, Rockport, Mass. 01966, gives us this report on the PA's of D&H leased by the Boston MTA: 16 leaks oil badly, which causes shorting of the generator and in turn shuts down the unit. A recent trip out to Framingham failed three times. No. 17 has run as a "B" unit behind a GP-9 on the Providence mainline while waiting to get a new windshield; MTA cannot afford to pull the unit out of service.

Both 18 and 19 are in good shape. The South Side Service needs 26 units. Only 13 were operable as of 1/11/78, therefore RS-3's and E-8's are borrowed from Amtrak often. B&M GP-9's should be forthcoming with arrival of the new GP-40-2's. Four B&M GP-7's and four GP-9's are in use now, pulling 3 to 5 car Budd RDC trains. The RDC's cannot power themselves in cold weather anymore. Summed up, Boston's commuter power situation is critical.

Pete says that the Green Mountain RR is finally getting its ex-GM&O RS-1's working. GM&O 1052 (GMRC 401) and 1053 (GMRC 400) were expected to be ready before you read these words. GMRC RS-1 405, ex-Rutland 405, were out of service as

Ironton R.R. BLW DS-4-4-1000 No. 751, retired last July, was Conrail's last active Baldwin. Note Reading-style number and lettering as seen in Bethlehem, Pa., in June '77. Road was joint PRR-Reading operation.
"Choo Choo Charlie," Pine Top Trail, Bethlehem, Pa. 18017

power insufficient to pull loads. Ex-D&H Alco S-4's numbered 303 and 305 were doing chores until GM&O units are operable.

JOHN COX, 3011 31st St., W. Seattle, Wash. 98199, has been seeing some of those hastily-converted Amtrak heater cars out his way. These are ex-Penn Central E-8 A units, depowered and used only as heaters. John saw 676, which was Amtrak 314. The conversion was done at the New Haven Diesel Shops. The 1 prime mover is still in place, although inoperable, and has been spray-painted all over.

One of the auxiliary generators is now used as a main generator coupled to an Allis-Chalmers D-262 engine which is placed where the equipment rack for the 2 engine used to be. Two large feedwater tanks fill the space between this set-up and the original steam boilers, which were not moved. All electrical cabinets and air brake equipment has been cannibalized, the cab windows removed and blanked over, and the side ladders removed. The result is a sad-looking ghost of a once-proud E-8.

AT THE END of 1969, the Santa Fe had a couple hunderd aging F-units in service, bumped off mainline runs and assigned primarily to locals, branch lines, or other secondary freight runs. In this service, the old reliable F's were adequate power-wise, but difficult to operate, while setting off and picking up cars, switching, etc., which is not the type of service they were designed for.

Santa Fe had begun replacing these units with GP-38's and U-23B's, but this was impractical. A locomotive was needed to deliver flexibility and power, but new road-switchers for the branch lines would be wasteful. So ATSF decided to rebuild its F-unit fleet, re-designed for flexibility; in effect, a return to the GP-7 concept of 1952. Its Cleburn, Texas, Shops were chosen as the fabrication point for these units.

In February, 1970, old F-7A 262C rolled into the hard Texas sun as 2649, indistinguishable from her former styling. This was the first CF-7, a "model" unique on Santa Fe, and she was immediately a success. Does "CF" stand for "Converted F unit" or "Cleburne F unit"? The "7" is retained as EMD's model designation for 1500 hp, which the CF-7 has.

The unit looks like nothing else, although it contains basic shapes of familiar units. Its long hood or "body" is strictly GP-7 above the frame. The frame itself is unique as a huge welded fish-belly affair, much like that of a heavy-duty flatcar. When first seen, many fans assumed that the frames were old flatcars, but this isn't so.

The reason for this strengthened frame is simple: an F-unit (or any cab unit, for that matter) derives its bodily strength through the entire superstructure, while the road-switcher (or hood unit) gets its structural strength from frame alone. Two heavy I-beams are welded to the old F-unit floor to give the CF-7 its strength. The CF-7 cab is larger than the standard EMD cab used on all GP and SD models today. The greater size is in the length. The short hood is very short, really just a stubby nose affording a bit of protection

The 2649 was the first CF-7, The rest of the roster is numbered downward from there, and the Sante Fe lists them as "2500 Class." The rebuilt F-7 prime movers keep their old 1500-hp ratings. At the end of last year, 255 CF-7's had emerged from Cleburne. Their cost is 40 percent less than a comparable new unit (comparable units available being GP-38, U-23 or GP-15-1).

F-unit parts used in the new rebuilds are trucks, fuel tanks, underframe (with strengtheners), rebuilt prime mover and engine components, control stand, electrical cabinet, and the cab's backwall. 2649 used the long hood of a wrecked GP-7 along with her dynamic brake system. No other CF-7 has dynamic brakes, and 2649 is instantly recognized because of her brake blisters.

Units from 2549 to 2617 wear the Sante Fe blue with yellow nose and the familiar cross-circle-square logo in it. 2616 and below have the fancy "yellow warbonnet" scheme, with the entire nose, cab, and part of the long hood in yellow and the wide oval "Santa Fe" with trailing stripes in blue on the nose. Units from 2613 down have four exhaust stacks instead of two. Cab air-conditioning was applied to 2606, 2605, 2586, 2585, 2579, and below. Cab windows were changed early in production (after 11 units, starting with 2638) from three very small "wing" windows on the sides to three much larger, conventional windows. Cab front windows are EMD standard size.

A drastic cab change came in the start of 1977 production (unit 2471 down). To better contain air-conditioning and more electrical gear, the rounded cab roof was squared off and a flat, higher-looking roofline resulted. In my opinion, this really destroys the otherwise pleasing looks of the CF-7. A square sheet-metel sunshield perched over the headlight-numberboard group is needed, but is no esthetic help.

All CF-7's in the warbonnet scheme have silver trucks, a nice touch. You might see 2511 in a movie shortly, although I don't know its title. She's painted up as "Milwaukee & Northern" 2511 and was shooting scenes in February, 1977. She's a warbonnet unit with the old cab.

So far, the CF-7 is Santa Fe only. As might be expected, they operate generally in Texas. A good spot to see them is Dallas (or Cleburn, for sure). Will other roads with F units (BN, Conrail, Milwaukee, C&NW) follow Santa Fe's lead? It seems to me that Cleburn Shops could very well turn out CF-7's for anybody, and at a good profit. Let's hope so. The rest of the country deserves a closer look at this unique locomotive.

A NEW RAILROAD, APPARENTLY, is the Wabash Valley line of Decatur, Ill. I know nothing of it except that the Vermont Northern Ry. of Morrisville, Vt., shipped it an Alco C-420 201 last December. I assume from the road number that this is an ex-Long Island unit. She was routed deadhead out of St. Johnsbury, Vt., over Canadian National to Detroit and over Conrail to Paris, Ill., where the Wabash Valley Ry. connects. Anybody out in Decatur got further info on this line?

Another move is an unidentified diesel unit from Chrome Crankshaft

of Los Angeles area to J. Duffy, a locomotive dealer in Columbus, Ohio. She was being routed SP-Cotton Belt to St. Louis and Conrail to destination. A high-wide clearance was requested; this may mean the unit is moving on a flatcar. Anybody in Columbus see what Duffy got?

SOO LINE HISTORIAN Len Beck, Jr., 1625 North Poplar Ave., Round Lake, Ill. 60073, offers a roster of Soo diesels with dispositions for 50 cents. He says all F-3's are now retired (the last ones on Soo were 204A and 2200 A, B and C). Three F-7A's (213B, 2202A, and 2202 B) were traded to EMD for GP-38-2's in October.

Family Lines, SCL section, has taken delivery of twenty MP-15AC's from EMD, in the new Family Lines scheme. These are 4000-4019. Gary Wools, 932 Hollingsworth Rd., Lakeland, Fla. 33801, saw 4007-4010 working the yard at Baldwin in that state on December 31. SCL's Lakeland enginehouse has been visited by locos from SP, Cotton Belt, Frisco, and Auto Train, as well as Family Lines member L&N. The Clinchfield U-36C's we mentioned as being traded to SCL for SD-45's have been renumbered SCL #2125-2131 and have been seen in Lakeland in December and January.

Leaning into a series of curves that wind into Green River, Wyo., is UP extra 3614 west pulling string of covered hoppers on August 30, 1977.
George R. Cockle, 3119 Hamilton St., Omaha, Neb. 68132

BE ON THE LOOKOUT for a new track monster in the Northeast Corridor. A 221-foot, all-purpose tracklaying machine built by Canron Rail Group of West Columbia, S.C., is costing the Federal Railroad Administration $1.9 million. It will remove wooden ties and replace them with pre-stressed concrete ones, while laying welded rail, all in one continuous operation. The 456-mile Washington-Boston Corridor will get the work. FRA plans to relay one mile in a 10-hour shift. The machine was scheduled for delivery in March, 1978. Anybody see her yet? My thanks to Andrew M. Weist, 10 Lillian Dr., Scotia, N.Y. 12302, for this clipping from the *Engineering News Record.*

Jerry Rosenfeld saw more new boxcars; blue 50-footers lettered for the Middletown & New Jersey, a shortline in New York State. Reporting marks are M&NJ.

CONTINUE SENDING diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240.

It was cold and the snow was deep on Dec. 17 '68, at Pittsfield, Mass., as PC train to Boston arrives.
Jack Armstrong, 197 North Summer St., Adams, Mass.

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1. Details, please, on the proposed Midwest Farmrail system?

Shortly after the Milwaukee Road declared bankruptcy late last year, John W. Ingram, president of the Rock Island, proposed a plan, now before Congress, that would consolidate five of the nation's railroads into one strong Midwestern system. He seeks to link the Rock with some sections of the Milwaukee as well as the Iowa and South Dakota lines of the Illinois Central Gulf that are not in the best of economic health.

As part of the plan known as Farmrail, both the Katy and Kansas City Southern might also join the merger. However, the Rock's president said Farmrail would not be a Midwestern Conrail—a remark apparently meant to convey that it would not look to the Government for support. But he said the plan might be expedited through loans authorized by the Railroad Revitalization and Regulatory Reform Act of 1976. He didn't mention any specific sum, although $1.6 billion in Federally guaranteed funds have been earmarked for that purpose under the Act. DOT claims there might not be money available. Brock Adams, Secretary, doesn't want anything like a Conrail West.

The Rock executive said Farmrail would not necessarily be a corporation on its own but "eventually could be." He said it would not be an operating carrier but a consortium of roads operated in their joint best interest. Ingram maintains that, because of Chicago & North Western competition between Chicago and Omaha, no monopoly would be created.

He noted further that no investment would be required to set up the system. Those taking part would use joint terminals, rail yards, and equipment and would share each other's tracks. The Rock Island, for example, late last year made a deal with the Milwaukee to share the same line between Kansas City, Mo., and Davenport, Iowa, 243 miles that will cut duplicate trackage, reduce costs, and eliminate safety hazards.

The reaction to this proposal has been lukewarm among the carriers involved, even though some are already in financial trouble. We'd like to know—very briefly, please—how our readers feel about a Midwest Farmrail?

2. Which was the first U.S. railroad selected for training of railway operation battalions during WW2?

The training begun in 1942 on the Southern's New Orleans and Northeastern divisions between New Orleans and Meridian, Miss., being made available to the Government without charge by the railway. Working shoulder to shoulder with veteran railroaders, members of the 727th, 715th, 724th, and 749th operating battalions and a replacement training school, received the experience they needed to railroad on the battlefields and behind the lines. Some 6,000 officers and men attended the sessions.

3. When and where was Southern Pacific's first *Daylight* equipment built?

On Washington's birthday, 1937, at the Pullman Company's Chicago plant. 24 ultra-modern, lightweight, steel passenger cars were completed for delivery for SP's two streamlined *Daylights*. Get this: total cost of the trains was only $2,392,000, including the six Lima GS-2 locomotives!

4. Any information on Quebec's new rail-ferry?

This service, linking the north and south shores of the St. Lawrence below Quebec City, was started with the completion of railcar loading and unloading facilities. The $40 million system is operated by a company in which Canadian National is the biggest single shareholder. It includes an 8,000-ton ferry with an ice-strengthened hull capable of carrying 31 boxcars and will move chemicals, mill supplies, and consumer goods from Matane on the south shore to Baie Comeau on the north. Newsprint and aluminum ingots will be brought back to Matane for onward movement by CN to customers. During the next three years the service is to be expanded down-river to Port Cartier and Sept-Iles, connecting with the Quebec North Shore & Labrador Ry.

5. Name companies that built handcars.

The Cyrus Roberts truss-frame combination cars, Roberts, Throp & Co., the Sheffield Velocipede Car Co., Buda Co., the Kalamazoo Railroad Velocipede & Car Co., and probably others.

6. Words wanted to "Old-Timers Limited," by Earle Franklin Baker.

The urge still comes in the early Spring,
When the freight-train whistles wail;
It is then that clicking car wheels sing
To call me back to the rail.
As I watch the manifest roar by,
I think of my run again,
And the long upgrade and the open sky,
And the flags of the section men.
I feel the lure of the shining steel,
Where the pistons drive us on;
I see the tonnage rock and reel,
Hear the words of a boomer's song.
I hear the call of a redhot main,
Where the highballs fall and rise;
I hear the wind and sleet and the rain,
And the sound of the boomer's cries.

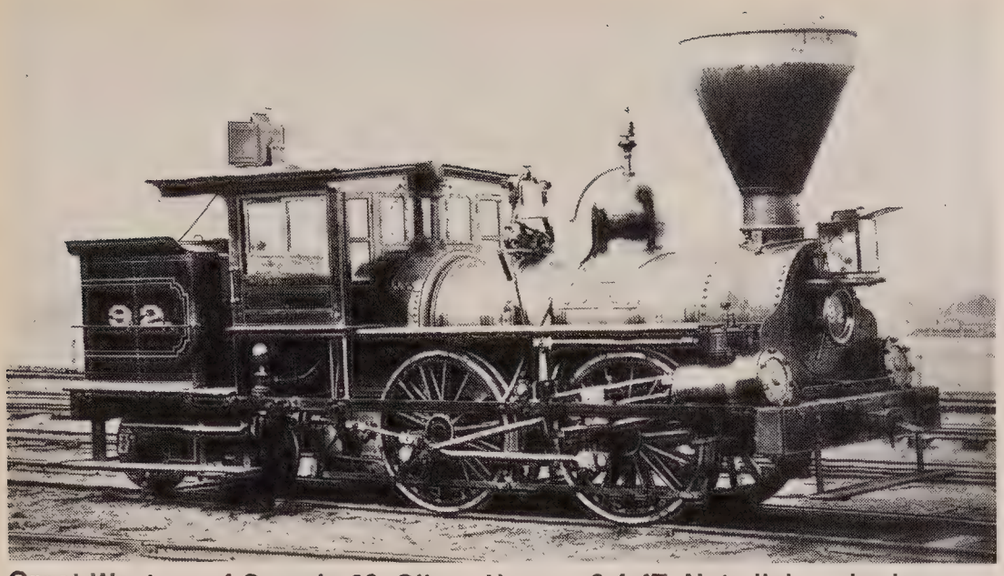
I catch a whiff of a hotbox blaze,
And the tang of a stockyard pen;
And I see the lights of a "garden" maze
As we pull in on Number 10.
Yes, boys, in the Spring when the oil runs free
And the flanger's task is through,
My thoughts will ride on the rails to the sea,
With the rest of my old-time crew.

7. Any info on the Boston & Providence double-boilered locomotive *Janus*?

This freak 0-6-6-0, named for a two-faced Roman mythological god, was built by William Mason in 1871. She ran for a short while on the Boston & Providence and then on the Boston & Albany, before the Lehigh Valley bought her in 1873 for coal drag pusher service on Wilkes-Barre Mountain. She proved a failure, however, since her design severely limited coal and water storage capacity. Damaged in 1877 in a collision with the LV's *Tuscarora*, the *Janus* was rebuilt as two 0-6-0 saddle-tank shop engines.

8. List the roads merged into the Grand Trunk Western.

There were 11 such roads: the Grand Trunk Western; the Detroit, Grand Haven & Milwaukee; the Chicago, Detroit & Canada Grand Trunk Junction; the Toledo, Saginaw & Muskegon; the Pontiac, Oxford & Northern; the Detroit & Huron Ry.; the



Great Western of Canada 92, *Gilson Homan,* 0-4-4T. Note link under lamp.
Collection of Gorton T.H. Wilbur

Michigan Air Line; the Chicago & Kalamazoo Terminal RR.; the Bay City Terminal Ry., and the Grand Rapids Terminal Railroad.

9. What is turbocharging?

This is the art of blowing an air-fuel mixture into a combustion chamber at high pressure, thus increasing an engine's horsepower output without increasing its size or weight. Our diesel expert Jim Edmonston gave us this info.

10. Locate the first rail rolling-mill built in Ontario, Canada?

One of Canada's first, and Ontario's first such mill was built by the Great Western Ry. in Hamilton, Ont., in 1863 for the purpose of re-rolling English rails. Many of these—according to the late Canadian rail historian, W.J. Grant in his *Eighty Years of Railroading in the Hamilton and Niagara District*—were of inferior quality and would not stand the traffic of rigorous Canadian winters. A railroad chief engineer of that day said: "Sometimes, in one day of intense frost, as many as 20 rails were broken, some in two places, by passing trains.

Completed in 1864 at a cost of $100,000 the mill, with a capacity of 7,000 tons per year, employed more than 100 men. Canadian history rail-fans tell me that the buildings, in existence as late as the 1930s, were known as the Queen St. Mill of the Steel Co. of Canada. There, the Steel Co. first started business as the Ontario Rolling Mills Co.

11. In railroad slang, what was a (a) bakehead, (b) dinger, (c) herder, (d) kicker, (e) nut-splitter, (f) lizard scorcher, and (g) lightning slinger?

(a) Locomotive fireman, (b) yardmaster or assistant yardmaster, (c) a hostler, who couples engines on and takes them off on arrival and departure of trains, (d) a triple valve that sticks and throws brakes into emergency with application of air and sometimes by a bump of the train, (e) a machinist, (f) a work train cook, and (g) a telegraph operator in days of steam and Morse.

12. When did the first road-freight diesels arrive on the Frisco?

In the spring of 1948, with the arrival of thirty-six F3 1500-hp EMD and nine 1500-hp Alco units going into almost immediate service in 3-unit sets between St. Louis and Sherman and between Kansas City and Birmingham. Twenty-four F7 and 42 Alco FA-FB units arrived during the first quarter of the following year, resulting in the dieselization of most of the through freight service.

13. What is a steam loop riser on a tank car?

A vertical-oriented looping heater coil which runs from the bottom of the tank to the top and back. Its purpose is to melt a soft area into crust-forming ladings to provide a means of escape for the product which has been heated to the point of expansion by the primary heating system.

14. When was the first railway in France opened?

This was from Saint Etienne to Andrezieux on Oct. 1, 1828. Passenger traffic began on March 1, 1832. Horse traction was used before steam opera-

Erie Lackawanna now-vanished crack passenger train, the *Phoebe Snow,* stops at Elmira, N.Y., depot enroute west in August, 1966, during the last few months of operation. Elmira depot dates back to Erie's 6 ft. gage.
Photograph by Robert E. Archer

tions began Aug. 1, 1844. Then on June 7th, 1826, a "concession" was granted for the Saint Etienne-Lyon Ry. and the section from Givors to Tive-de-Gier was opened on June 25th, 1830. On this line Marc Seguin tried out his locomotive on Nov. 7, 1829, it being the first locomotive with a multi-tubular boiler. The rest of the railway was opened from Lyon to Givors on April 3, 1832, and from Rive-de-Gier to Saint Etienne for freight on Oct. 18, 1832, and passenger service on Feb. 25, 1833.

15. How many locomotives are currently in service on U.S. railroads?

The most recent count (late Dec. '77) showed a total of 28,524, of which 28,289 were diesel-electric units, 22 electric, and 11 steam.

Running Extra

WHILE VISITING the Edaville R.R. museum at South Carver, Mass., recently I noticed an Alco-Manchester builder's plate number 53821, Aug. 1913. I learned that it came from the Keeseville, Ausable Chasm & Lake Champlain No. 1, a Mogul built under order M-100. According to Poors, the railroad was chartered April 4, 1889, and opened May 26, 1890. It extended 5.64 miles from Port Kent, where it connected with the D&H, to Keeseville, N.Y. The 1911 Poors said the line had originally been steam-operated, but that electrification had been completed about March 1, 1906.

The 1911 roster consisted of one electric engine, one passenger car, one passenger-baggage car, one freight car, and 2 service cars. Looking for a reason why the line bought a steamer in 1913, I found in *The Electric Interurban Railways in America* that the electrification had been discontinued in 1911 after only five years of service and had been a third-rail installation.

Anyone have info on the line and pix in both the steam and electric days? What happened to No. 1, only 12 years old at the time of abandonment in 1924? How did the builder's photo get into the Edaville museum?—Charles M. Smith, 3 Princeton Rd., Strafford-Wayne, Pa. 19087. (Ed. note: Charlie is chairman of N.Y. Chapter, R&LHS, and chairman of N.Y. Central System Historical Society.)

WHEN DID Canadian National Railway get its first diesels from Montreal Locomotive Works, General Motors, and Canadian Locomotive Co.? Why is CLC out of the diesel loco business? How many engines currently run on CN?—T. Rodgers, 1222 Main St., Shediac, N.B., Canada.

WHERE CAN I buy *High Iron,* by Lucius Beebe?—Richard Cowles, Box 95, Atascadero, Calif. 93422.

WHAT DOES "SS1" mean on new boxcars built for short lines?—P.R. Snyder (Chessie brakeman), 1612 Hill St., Apt. E, Belpre, Ohio 45714.

ANYONE TELL ME difference between a thru freight, a redball special, manifest, and a hotshot?—R.B. McCrary, Rte. 1, Box 686, Lizella, Ga. 31052.

ROBERT BAKER asked about game Dispatcher. It was manufactured by Avalon Hill Co., Baltimore, Md.—Larry Lombard, 105 N. Park, Whitewater, Wisc. 53190.

I'M INTERESTED in photos of Santa Fe and Southern Pacific steam power 1910-'40. Anyone help?—Lawrence Foster, 3349 Steuben Ave., Bronx, N.Y. 10467.

SOME TIME around 1940, my brother and I visited our grandparents in Mansfield, Conn. Their property was about halfway between the old Eagleville and Mansfield depots on the Central Vermont R.R. On one summer day, a fireman on a freight laboring up the grade hosed us down when we got too close to the tracks embarkment. He and the engineer rocked with laughter at our soaked condition. It wasn't funny to us then, but is now. If either the fireman or engineer on that CV engine reads this and remembers, I'd like to hear from him.—George Jacobson II, 141 Love Lane, Coventry, Conn. 06238.

I WANT INFO, photos, etc., on the Ann Arbor R.R., its predecessors, and its subsidiary, the Manistique & Lake Superior.—Dave Mueller, 50284 Bower Dr., New Baltimore, Mich. 48047.

AS TO FAYETTEVILLE CUT-OFF in a recent issue, Cantentnea is in North Carolina, about 20 miles south of Rocky Mount, location of a large terminal on Atlantic Coast Line, now SCL. I worked as a switchman and trainman on the ACL before coming to Texas in 1937.—L.H. Gibson (retired Cotton Belt conductor), 2524 Magnolia, Texarkana, Texas 75503.

INTERESTED in the Casper Redwood R.R. Co., owned by the Casper Redwood Lumber Co., Casper, Calif. The road was started some time after 1850 and operated into the early 1930s. It ended at Point Cabrillo, (one mile north of Casper, where a lighthouse operated by the Coast Guard stands today. At Point Cabrillo, logs were loaded on ships and taken to San Francisco for milling. The tracks went by a water tower—still standing in 1970—and then north across Jug Handle Creek. Any further info or pix around?—Kenneth Walters, 57 Robbins Ave., Berkeley Heights, N.J. 07922.

WHO KNOWS when date nails were first and last used on Milwaukee, Grand Trunk Western, Illinois Central, Burlington, Chicago & Western Indiana, Union Pacific, Western Pacific, and New York Central?—Gary Olszewski, 205 Sandra Ave., Mendota, Ill. 61342.

IN A RAILROAD MAGAZINE of the 1940s I saw a drawing of an Anticosti Ry. locomotive on the island of Anticosti. Does a railroad still exist there? What is known of its motive power?—R. Ken Bradley, 3757 Gordon Ave., Powell River, B.C., Canada V8A 2T3.

WHO CAN tell me what happened to Lackawanna's *Phoebe Snow* equipment?—William Huber, Box 48A, RD 2, Sag Harbor, N.Y. 11963.

KENNETH BITTNER asked in a recent issue about CTC signal systems. I understand that the actuation of one control knob on the console will cause both switches of a crossover to align simultaneously. I know that this is true on the Southern Pacific. The Santa Fe has similar equipment. A typical CTC console has control knobs for switches and signals, plus a miniature track diagram. The N and R symbols on the knobs stand for Normal and Reverse position of the switches. Normal is usually when the switch is lined for straight movement. Reverse is when the switch is lined for diverging or crossover movement.

L and R symbols stand for Left and Right, as viewed by the dispatcher operating the console. If a signal control knob is moved to left, the appropriate signal with the suffix L will be cleared for movement of a train, assuming that the switches are properly lined. The route is then clear—no other train or engine is occupying the block governed by the signal to be cleared. A signal with R is cleared by moving the appropriate control knob to right.

If one of a crossover is wanted, the dispatcher must authorize a train crew (under Rule 765) to disengage the power mechanism of the switch. This lets the brakeman throw the desired switch by hand. Most switches in a CTC installation are normally power-operated, but also have a manual

lever. Switches so equipped are known as "duel-control switches."—John W. Rapoza (SP locomotive engineer), P.O. Box 472, Alta, Calif. 91701.

WHERE CAN I get info on Jersey Central's *Blue Comet?*—Dan Allen, 155-56-8695 Co. A-3, Ft. Belvoir, Va. 22060.

I HAVE an old locomotive bell for over 40 years carrying the forged 092 and 093. Anyone tell me the probably age or manufacturer?—Vess E. Irvine, One Park Lane, Ogunquit, Me. 03907.

THE LATE Carl Sandburg refers in one of his poems to the haunting cry of a freight train crossing an American prairie. Where can I get such a record/cassette?—S. Bennett, 148 Oldham Rd., Grasscroft, near Oldham, Lancashire, England.

WHAT WAS the paint scheme of the Fairbanks Morse diesels on the Akron, Canton ? Youngstown, now N&W? Did the AC&Y own any diesels made by EMD, Baldwin, Alco, or GE?—Bob Hanna, 1223 Jefferson Ave., Defiance, Ohio 43512.

WHERE CAN I get a colored photo of the train in RKO movie, *Silver Streak?*—Alfred Howen, 416 12th Ave. South, Devils Lake, N.D. 58301.

WHO HAS info on the railroad that ran on Bermuda?—Arthur L. Honsberger, 3419 Oak St., Laureldale, Pa. *(Ed. note:* This magazine published a short illustrated article on it long ago, we don't remember when.)

I WANT photos of the doodlebug that ran on the New Orleans Great Northern in 1924-25. Also info on J.C. Brill Co., Philadelphia, Pa.—Daunton Gibbs, 513 Tenth Aven., Franklinton, La. 70438.

WANTED: Photos of freight cars, any railroad, 1895 or earlier. Who can give me a lead on collections of freight car builders' photos in institutions, libraries, historical societies, etc.?—John P. Dyson, 1709 Crescent Ave., Champaign, Ill. 61820.

INFO AND PIX wanted of Public Service Co-ordinated Trans. System, New Jersey cars running between Camden and points in south Jersey. When was system started? When did trolleys give way to trolley buses and buses? Any N.J. trolley route maps around?—Lewis Weber, 6123 Cedar Ave., Merchantville, N.J. 08109.

KINZUA & SOUTHERN, mentioned in recent issue, ceased operations in late 1976. Its GE 70-ton No. 104 was sold to St. Regis Forest Products at Libby, Mont., renumbered 10.—William T. Morgan, AG2, OPS/MET Code 30, NAVSUPPFOR Amtarctia, FPO San Francisco 96601. ●

Southern Railway westbound passenger train with 1234 being service at Princeton, Ind., in '51.
J.L. Watson, 1223 S. Hoover St., Los Angeles, Calif.

HOBBY CLUB

conducted by Sy Reich

North Alabama Railroad Club was delighted to receive last August in Sheffield SN 10134 (General Electric, 1927) donated by Union Carbide.

WHEN HOWARD F. GREENE, prez of The Railway & Locomotive Historical Society, visited wintry New York in January, he had several things to do. One, at the monthly meeting of the Society's N.Y. Chapter, was to present Freeman Hubbard, ed. of this magazine, with a special award for his contributions to railroad history in 1977. The citation is a gleaming bronze medallion commemorating the 150th anniversary of America's first steam locomotive operation, which was by Col. John Stevens on his estate at Hoboken, N.J., in 1826. A year ago, the Society honored Freeman with a silver medallion of another 150th anniversary—the Stockton & Darlington Railway in England.

The other important matter that Howard came here to deal with is the 1978 annual meeting of the R&LHS in Cambridge, Mass. During the fruitful years when Charlie Fisher was at the helm, all annual meetings were held in Boston. With Howard as president, they have been spread around the country and chaired by the individual chapters—*i.e.*, the New York, Chicago, Southern Calif., and Pacific Coast groups.

The usual first weekend in May—the 5th, 6th, and 7th—will see the clan gathered this year. The events will include a trip to Edaville on Saturday and the gala dinner that evening with a Harvard University speaker. The usual luncheon and Society's board of directors meeting will finish up on Sunday, hopefully, a special event started the day previous. All in all, it looks like a good outing with lots of fun. For details contact Howard at Box 966, Pocasset, Mass. 02559.

Before taking leave of the R&LHS, Fred Stindt, chairman of the Pacific Coast Chapter, reports a reception and dinner party honoring book-author Jerry Best in San Francisco last December. Fred writes that in 1933 he and Jerry made a pact to photograph every Southern Pacific steam locomotive. And they did, about 3,000 of them, completing the task in 1954. Attending the dinner were many rail historians such as Robert Hanft, Frank Saarni, Guy Dunscomb, Doug Richter, McMorris Dow, Art Lloyd, Brian Thompson, and Al Rose. And there, Ward Kimball, of Disneyland fame, presented a caricature of Jerry depicting his famous "rabbit trap" 122-size roll film graflex camera.

Farther down the coast, according to Frank Guido, the Southern Calif. Chapter of R&LHS has been donated Santa Fe Ry. all steel horse express car No. 1992, which will be moved to the display area at Los Angeles County Fair Grounds at Pomona.

FRISCO conductor F.W. Campbell, 2312 E. Pine, Enid, Okla., is looking for a copy of the book, *Frisco Folks,* by William E. Bain, published in the early 1960's. He also seeks a SUNA campaign pin and postcards of Frisco depots and other Frisco rail scenes.

CHARLIE LONG, ed of Blue Ridge-NRHS's newsletter *The Ridgerunner,* and Jim Ramsey, who edits the Tidewater-NRHS news sheet *Raildom,* report something that should interest many Dixie railfans. Southern Railway has donated 3 large buildings and 3-plus acres of surrounding land of its Spencer Shops to the State of North Carolina, to be used for a transportation history museum. Other donations are expected this year.

The state legislature set aside $160,000 to get the project under way. Immediate work to be started includes the plans for the entire museum plus stabilization of the buildings. Originally built in 1896, as the central repair spot for steam locomotives, Spencer Shops employed nearly 3,000 people by 1932. Workman could repair 75 steam engines a day and completely rebuild one a day. In the late fifties, as the steam era ended, the work load declined and the shops were closed. The buildings had been dormant since.

The proposed museum has a unique theme planned. Instead of displaying rows of antique vehicles, the vehicles will be shown in a scene or actually puttering around the yard. Another great idea is to have people restoring antique cars and working with some old master steam mechanics in the area, restoring locomotives.

Incidentally, Jim Holton, veep of NBC Radio News and last month's *Interesting Railfan,* told me that many retired Reading steam mechanics have been recalled to strip and almost rebuild T-1 No. 2101 in the shops at Reading, Pa., before its busy Chessie excursion schedule in a couple of months. I hope somebody gets good pix and tapes of this action. After all, that's what rail history is all about, especially as an oral rail history project.

ED IMMEL of Pacific Northwest-NRHS, who did so much for Espee's 4449 successful cross-country run of a few years back, is sending interesting material for the annual

NRHS in the Northwest convention to be held this year in Ed's territory in late August and early September. It isn't too early for NRHS members to get in touch with their chapter president for details and plans for attending the convention.

RAILFANS are many things. If, for example, you are a baseball buff who travels around and sees the teams play, why not visit Toronto this summer? There you could see the Toronto Bluejays in their second year in the American League. You could also visit the exhibit of the Toronto & York Div. of the Canadian Railroad Historical Assn.—the railway museum operated by the T&Y Division down near the Spadina Quay, not far from the Gardiner Expressway on the Toronto waterfront.

Some of the sights you'll see are three elderly hacks (PM, TH&B, GT), an ex-Canadian Northern combine built by Pullman in 1919, an ex-Grand Trunk mail-baggage car, a tank car, ex-CN diesel-switcher No. 7988, and an old CN handcar formerly used around Sarnia. Bring your kids for a free ride on the handcar. You'll find picnic tables and barbeques nearby and, of course, a gift shop on the train. To learn more about this fine group of rail historians, contact them at Canadian Railroad Historical Assn., Toronto & York Div., Box 5849, Terminal A, Toronto, Ont., Canada M5W 1P3.

BILL COXEY and Albert Holtz of West N.J.-NRHS say that the Atlantic City Railroad project still needs photos of Williamstown Junction tower, Glassboro tower at the WJ&S's Bridgeton branch crossing and, most of all, a pre-1933 view of the W&DB's Wildwood station. If you've got something along this line, contact Wm. J. Coxey and Albert T. Holtz, editors of *Crew Caller,* West N.J.-NRHS, P.O. Box 101, Oaklyn, N.J. 08107.

DARRELL T. ARNDT, ed. of Rocky Mountain Railroad Club's newsletter *Rocky Mountain Rail Report,* said recently that the D&RGW has requested ICC approval of a fare hike on the Silverton train. Adult round trip from Durango or Silverton would become $12, or $7.25 for kids. The railroad also wants an increase of $25 per day for the use of private cars.

Elsewhere in the Rockies, Gordon Bassett has a good feature running monthly in Colorado Midland-NRHS newsletter *Colorado Midland Rails,* entitled "Railfan's Guide to Colorado." The first project was the Uintah Railway, Gordon's recent one is about Grand Junction area lines. This idea is terrific. How about some other railfan journals doing the same thing for their locale? With our "winter of discontent" behind us and the call of the open road ahead, you could have an interesting project that a lot of us would appreciate.

DAVE ENGLE, historian, 630 Foundation at Shawnee-Mission, Kan., sent us an interesting note that maybe some reader could answer. He wants a copy of the old poem explaining why a locomotive is referred to as "she," proceeded to quote a poem that explained why. If you have a copy of this rhyme, send it to David J. Engle, 8746 N. Troost, Kansas City, Mo. 64155.

DICK SNYDER, president of Otter Valley R.R. in Proctor, Vt., says the 1978 summer season there will be the same as last year's, except that departures will begin at 10:30 a.m. and run hourly, with last train leaving at 4:30 for a return at 5:30 p.m. The route is four miles and quite scenic, with steep grades. There's a grand panoramic view of the Green Mts., once you reach the summit en route to Pittsford.

The trackage was part of the old Clarendon & Pittsford, originally built by Vermont Marble Co. Power is an Alco 660-hp job pulling several of the original marble flatcars, remodelled into "mountain view" equipment, with wooden-station-type bench seating, heavy wood rails, and awning covers. Dick also operates a vintage Rutland coach and an ex-CV crummy which kids like. There's also a picnic area. Hot food and beverages are served from a refurbished old BAR side-door caboose. To learn more about the Otter Valley, contact Richard A. Snyder, Proctor, Vt. 05765.

OUR FRIEND Dennis Flood in Liverpool, England, reports the latest addition to rolling stock at the National Railway Museum in York, a dynamometer car built in 1949. LMS designed the coach in 1939 but, due to the war, it was not commissioned until ten years later. Modifications were carried out over the years, including the installation of electrical instruments for diesel and electric loco tests and then adaption for multi-channel electrical recording.

STATE OF KANSAS has issued a new official map that shows all railroads and station locations. Copies can be had by writing to Kansas Corp. Commission, State Capitol, Topeka, Kan. 66612. We learned this from Railroad Station Historical Society, Bill Rapp and Fran Donovan, editors.

I DON'T KNOW of many South American railfan clubs. One is getting started in Brazil. A note from Weber Monteiro Accioli of the Brazilian Assn. for Railroads Preservation says his crowd is the first such organization in Brazil. They are building up a steam, electric, diesel, and tramway museum, with movies and pix, and planning a 10-mile steam tourist line. They would welcome the receipt of any rail magazines, reports, etc., in English, French, Spanish, or Portuguese. Contact him at ABPF-VIP, Rua Mathias Cardosi, 791, 04581-S. Paulo-SP-Brazil.

CP Rail's once-weekly way freight pulls into Miniota, Manitoba, on a hot day in July, 1977. The crew of the two GP9's will spot cars at the grain elevator, eat lunch, and return to Brandon. The Miniota branch is up for abandonment under the Government's Prairie Branch Reorganization Act.

W.R. Hooper, Box 1662, Golden, B.C., Canada

U.S. Military Railroad No. 34, *Firefly,* 56" drivers, and built by R. Norris & Co. in 1862, on bean pole trestle during Civil War in Virginia.

Both pictures collection of Gorton T.H. Wilbur

The J.O.D. Lilly, 56" drivers, produced by Baldwin in 1862, must have brought in an important person to review troops at a rustic location.

BOOKS of the RAILS

by Gorton T.H. Wilbur

CIVIL WAR RAILROADS & MODELS, by Edwin P. Alexander, 255 pages, 9x12", hard cover, attractively bound, coated paper, photos, diagrams, drawings, scale models, Crown Publishers, $15.95. (Available from Railroad Magazine Book Service.)

Sundry Civil War buffs, since I've been interested in this fascinating, tragic, part of Americana, have hauled out their models of battlefield cannon, infantry, etc., but I have yet to see, to any great extent, Civil War rail models. Yet what a role railroads played in the ultimate outcome!

E.P. Alexander is not only a foremost authority on rail history and model-building and the author of several books; he was once a member of our editorial staff and is one of our *Interesting Railfans.* His latest book is, I think, the best I've ever seen on Civil War railroads. Maybe the reason for so little Civil War railroad modeling is the inadequacy of information on the subject.

Alexander's new volume is probably the most comprehensive pictorial study of railroading in that period. Combining historical facts in the form of newspaper clips, military reports, railroad company documents and lists, and eye-witness accounts with rare photos (many never before published) and drawings of that era, the author has compiled a book that will please Civil War and rail historians alike. His many scale drawings of locomotives, cars, and buildings of the early 1860s should be well received. It's a book long overdue.

Alexander writes: "Many years ago, in the course of researching general railroad history, I found the subject of Civil War railroads covered in articles, reports, reminiscences, stories of various events, descriptions of famous locomotives, and associated writings. I collected and filed this material with the idea of using it eventually for a book, because there was then almost nothing in print on the subject with the exception of *The Great Locomotive Chase.* Eighty percent of the illustrations in my book came from the 1860s; the balance are scale drawings pertaining to miniature construction."

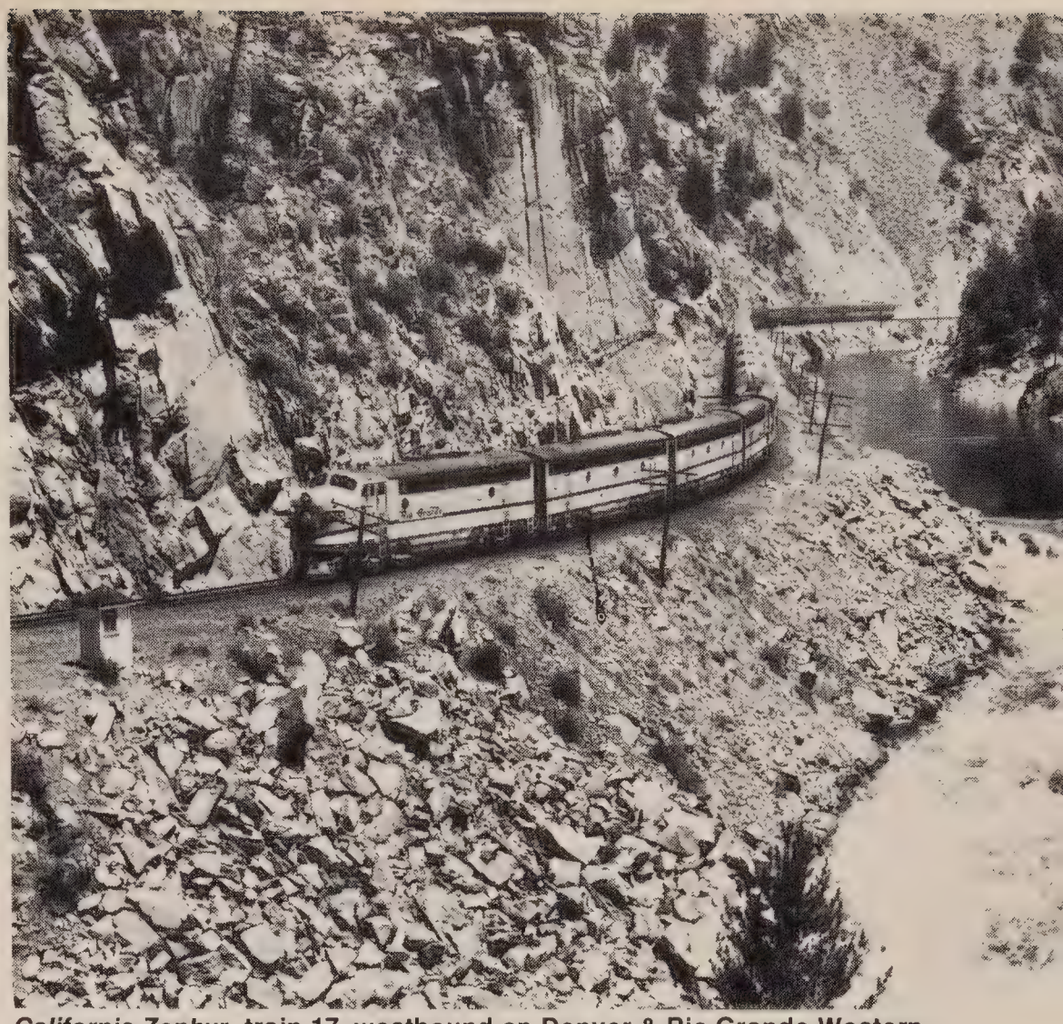
PORTRAIT OF A SILVER LADY, by Bruce A. MacGregor and Ted Benson, 357 pages, 8½x10¼", hard cover, photos, maps, menus, timetables, Pruett Publishing Co., $35. (Available from Railroad Magazine book service.)

Portrait of a Silver Lady is not about some oldtime belle of Leadville, Colo., but about a now legendary train, one of my favorites, the *California Zephyr.* I rode her round trip in August, 1969, and hoped for another such trip later on. It wasn't to be, however, for on March 21, 1970, the ICC, after three years of amnesty, issued the final "finished with engine:" One year later, Amtrak arrived. Maybe *CZ* would have survived if it had gone into the Amtrak era.

The book, an excellent one, devotes a quarter of its length to the history of one of R&LHS's Fred Stindt's favorite roads, Western Pacific, with lots of early steam showing in sharp pix and good text. The rest of the book carries much about the Silver Lady's history over the WP, D&RGW, and Burlington; also her technology, the people who served aboard the silver cars, and her eventual decline and fall. In addition, contemporary comments of WP's attorney Walter Treanor, with the text chronicling the legal struggle to terminate the train's life. You'll find in this book some of the finest photographs ever made of the WP and *Zephyr.* From the detailed glass plates of George Bean to the high-speed films of such contemporary shutterbug artists as Ted Benson, Richard Steinheimer, Mel Patrick, Charles Fox, Tom Brown, and Dick Kindig, the book is packed with more than 400 examples of great Western railroad photography, plus Howard Fogg's original watercolor dust jacket.

Authors MacGregor and Benson write that this is the story of a trip—not a single ride aboard one train so much as a linking together of the common denominators of an American transcontinental "voyage" in a classic, much-loved case history. There are Al Perlman on the D&RGW and WP, and Myron Christy, long-time observer of the Western rail scene and late in the *CZ's* beleaguered career, both its protector and its strongest critic, among others. There is the *Zephyr* herself.

'We write," say the authors, "of a trip that begins with the *California Zephyr's* optimistic inauguration in the still-rail-conscious post-WW 2 era and ends with its very real connection to the birth of Amtrak. In that ending, perhaps, it never ended at all."



***California Zephyr,* train 17, westbound on Denver & Rio Grande Western in Beyers Canyon near Hot Sulphur Springs, Colorado, on June 26, 1962.**
Photograph by the late Elmer Treloar

ALGOMA EASTERN RAILWAY, by Dale Wilson, 52 pages, 8½x11″, softbound, photos, roster, maps, timetables, Nickel Belt Rails, $4. (Available from Railroad Magazine Book Service.)

I enjoy reading about Canadian rails. Very few historically-minded railfans doubt that railways made Canada. Living in a country dominated by two great transcontinental systems, our northern neighbors might tend to forget that smaller lines also contributed to building their land. One such a line was the Algoma Eastern. Had it been human, writes author Dale Wilson, the AER would have had a stunted childhood, a boisterous adolescence, and a short but vigorous adult life.

Originally known as the Manitoulin & North Shore, the railway was incorporated in 1888. It extended 87 miles from Sudbury, center of the world's largest nickel-mining region, to Little Current on Manitoulin Island, just off the north shore of Lake Huron. It brought rail service to this wilderness area and made the restless Francis H. Clergue, an American industrial dreamer, more contented. However, Clergue, who operated the vast Lake Superior Corporation, was caught up in the web of over-expansion leading to failure.

The M&NS continued operations until May 11, 1911, when it became the Algoma Eastern Railway. Times were fairly prosperous. The AER become a very attractive property under new ownership with its Montreal-built Moguls and its Canadian Locomotive Works Consolidations working the mines and hauling "varnish" runs during the WW1 years out of Sudbury.

The dream of continued independence was shattered in the 1930s by an adverse nickel-mining ruling by the Ontario Government and its finally coming under the Canadian Pacific's wing. From then on it was all downhill for the AER. It became a CPR subdivision, eventually losing its passenger service. A rare visit by a CPR business car on the Little Current subdivision served to underline what had been lost. There is still evidence of the old AER. How much longer, though, I wouldn't hazard a guess.

LOST GLORY, by Ian Logan, 24 pages, 8x8″, softbound, photos, Crown Publishers, $4.95. (Available from Railroad Magazine Book Service.)

Ian Logan, an English photographer in love, with the lore of trains, presents an expert colored-pix account aboard and on ground near famous trains, close ups of depots, engine cabs, hacks, rolling stock, etc., in storm and sun, of such all-American rail names as Wabash; Norfolk & Western; Gulf, Mobile & Ohio; Union Pacific; Rock Island; Baltimore & Ohio; Santa Fe, and Western Pacific. It's like watching TV without sound. Loads of good pix.

Periodicals and Journals

TRAINSHEET is edited by Peter J. Rickershauser for the Railroadians of America. This dedicated New Jersey-based historical society is justly proud of its quarterly journal. The group has been publishing the interesting, *The Next Station Will Be . . .* a pictorial account of 1910-era depots in northern New Jersey, in Rockland County, N.Y., and in extreme northeastern Pennsylvania. Two of these softbound editions, Northern R.R. of N.J.., Vol. IV, and NYS&W-WB&E, Vol. V, selling at $4.50 per, are still available. The others are sold out. According to Bill Webber of the Railroadians, another one is almost ready for your library.

The *Trainsheet's* articles, mainly about steam lines in eastern Pa., N.J., and the Greater New York City area, are well written and competently covered pictorially. Send articles and comments for *Trainsheet* to Peter at 4200 NW 9th St., Des Moines, Iowa 50313. To learn more about the Railroadians, contact *Interesting Railfan* Warren B. Crater, 270 W. Colfax Ave., Roselle Park, N.J. 07204.

THE SOUNDER, edited by Thomas Lawrence, is the official publication of Puget Sound Railway Historical Assn. Yearly subscription for 4 issues is $3.75, or $1 an issue. Tom, assisted by Larry Bunting, Tom Lewiston, Bob Garrison, and Clifton Buck, puts out a lively magazine. I especially liked the Winter, 1977, front cover showing Snoqualmie road engine No. 11, with passenger train, near Niblock. Rear cover depicts a Puget Sound & Snoqualmie Valley conductor hanging onto a coach on a steam train. Choice reading matter. Tom requests all letters, mss., and adv. inquiries be sent to him at *Sounder Magazine,* 16010-51 South, Seattle, Wash. 98188.

RAIL AND TRANSIT, published by Upper Canada Railway Society, Box 122, Terminal A, Toronto, Ont., Canada M5W 1AZ. This slick-paper organ is issued by an outstanding group of railfans, published bi-monthly for $1.25. Members get it as one of the benefits from their $13 a year dues. Nonmembers may subscribe.

B&M BULLETIN, edited by H. Bentley Crouch for the Boston & Maine Historical Society, P.O. Box 302, Reading, Mass. 01867. Fine slick paper with articles and pix to match.

TRANSIT POSTMARK COLLECTOR, edited by Warren F. Kimball, Jr., 21 Stonebridge Lane, W. Hartford, Conn. 06107, for the Mobile Post Office Society. It's issued bi-monthly with good reading for rail philatelics. Dues to MPOS include the TPC, $8. Contact secretary Edwin B. Bergman, 5030 Aspen Dr., Omaha, Neb. 68157.

RAILWAY MAGAZINE, edited by John Slater, issued monthly, $18.20 per year ($31.50 airmail), U.S.-Canada subscribers and published by IPC Transport Press Ltd., Dorset House, Stamford St., London, SE1 9LU, England. In a sense, this is the British equivalent of our own *Railroad Magazine.*

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any language railbook, if it is still in print. Allow from 4 to 6 weeks for delivery.

New York State resident must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 40c per book for postage etc. Allow six weeks for service.

The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

	List Price	Our Price
GRAND TRUNK WESTERN RAILROAD, by Patrick C. Dorin	$14.95	(14.25)
THE BEST OF B&O, by Herbert H. Harwood, Jr.	$10.00	(9.50
VANISHING MARKERS, by Ralph E. Fisher	$14.95	(14.25)
PENNSYLVANIA'S K-4 LOCOMOTIVE, by Harry P. Albrecht	$ 3.25	(3.10)
MORE RAIL CLASSICS, edited by W.C. Jones and Chas. Alby	$16.50	(15.75)
DL&W RR IN THE 19TH CENTURY, by Thomas T. Taber	$25.00	(23.75)
RED FOR DANGER (revised), by L.T.C. Rolt	$11.95	(11.35)
UPTOWN, DOWNTOWN, by Stan Fischler	$12.95	(12.35)
TRAINS OF NORTHERN NEW ENGLAND, by John Krause	$ 7.50	(7.15)
RAILROADIANA COLLECTOR'S PRICE GUIDE, by Stanley Baker	$ 4.95	(4.70)
DENVER, SOUTH PARK & PACIFIC, by M.C. Poor (Memorial Edition)	$24.00	(22.80)
ACROSS NEW YORK BY TROLLEY, by Frederick A Kromer	$ 3.95	(3.75)
RIO GRANDE GLORY DAYS, by Gilbert A. Lathrop	$10.95	(10.40)
VAN HORNE'S ROAD, by Omar Lavallee	$24.95	(23.75)
MAKIN' TRACKS, by Lynne R. Mayer	$25.00	(23.75)
STOCKTON & DARLINGTON RAILWAY: 1825-1875, by P.J. Holmes	$14.85	(14.15)
THE STORY OF THE CALIFORNIA ZEPHYR, by Karl R. Zimmerman	$10.95	(10.40)
NARROW GAUGE PORTRAIT: SOUTH PACIFIC COAST, by Bruce MacGregor	$16.50	(15.75)
LOST PLEASURES OF THE GREAT TRAINS, by Martin Page	$16.95	(16.10)
GRAND CENTRAL: WORLD'S GREATEST RAILWAY TERMINAL, by W.D. Middleton	$17.95	(17.05)
RAILROADS OF ARIZONA (Vol. 1: Southern Roads), by David Myrick	$19.50	(19.00)
RAILROADS IN AMERICA, by Oliver Jensen	$34.95	(33.20)
THE STREAMLINE ERA, by Robert C. Reed	$24.95	(23.75)
COACH TRAINS AND TRAVEL, by Patrick C. Doran	$14.95	(14.25)
THE SOUTH PARK LINE: CONCISE HISTORY	$14.75	(14.20)
MILE-HIGH TROLLEYS(Second Edition)	$12.95	(12.35)
PENNSY STEAM AND SEMAPHORES, by Fred Westing	$13.95	(13.25)
GREAT ROCK ISLAND ROUTE, by Edward F. Gardener	$ 5.00	(4.75)
EARLY MOTIVE POWER OF B&O, by Snowden Bell (reprint)	$ 8.95	(8.50)
CINCINNATI & LAKE ERIE RR, by Jack Keenan	$17.95	(17.05)
HISTORY: ATCHISON, TOPEKA & SANTA FE, by Bryant	$12.95	(12.35)
COLORADO RAILROADS, by T.W. Wilkins	$24.95	(23.75)
QUEEN & CRESCENT ROUTE, by Edward Gardner	$ 5.00	(4.75)
RAILROADS OF NEW JERSEY, by Richard Hyer	$15.95	(15.20)
ERIE LACKAWANNA EAST, by Karl R. Zimmermann	$ 3.95	(3.75)
THE RAILROAD CABOOSE, by Wm. F. Knapke and Freeman Hubbard	$10.00	(9.50)
PULLMAN AND PRIVATE CAR PICTORIAL, by Robert J. Wayner	$ 8.50	(8.15)
LACKAWANNA RAILROAD No. 1, by Edward Gardner	$ 5.00	(4.75)
LACKAWANNA RAILROAD No. 2, by Edward Gardner	$ 5.00	(4.75)
TWILIGHT OF WORLD STEAM, by Mike Eagleson and Ron Ziel	$ 4.95	(14.20)
NARROW GAUGE RYS. OF CANADA, by Omar Lavallee	$14.95	(14.20)
MILWAUKEE ROADS WEST, by Wood	$14.95	(14.25)
HETCH HETCHY AND ITS DAM RAILROAD, by Ted Wurm	$13.50	(12.82)
THE RAILROAD SCENE, by William Middleton	$12.95	(12.30)
BESSEMER & LAKE ERIE, 1869-1969, by Beaver	$11.95	(11.35)
CANADIAN NATIONAL STEAM POWER, by Clegg and Corley	$16.95	(16.10)
EVERYWHERE WEST: THE BURLINGTON ROUTE, by Patrick C. Dorin	$14.95	(14.25)
HISTORY OF RAILROAD ACCIDENTS	$14.50	(13.75)
THOSE DAYLIGHT 4-8-4's, by Robert J. Church	$18.50	(17.60)
INTERURBAN INTERLUDE, by E.J. Quinby	$ 8.95	(8.50)
PENNSY POWER, by Alvin F. Staufer and Bert Pennypacker	$22.95	(21.80)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 6.50	(6.20)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	(7.15)
HORSESHOE CURVE AND ALTOONA, by Harry P. Albrecht	$ 4.50	(4.25)
MORRISTOWN & ERIE, by Thomas T. Taber III	$ 6.95	(6.60)
THE ULSTER & DELAWARE, by Gerald M. Best	$13.95	(13.25)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	(14.25)
NARROW GAUGE TO REDWOODS, by Dickson	$10.00	(9.50)
SUPER POWER STEAM LOCOS, by R. J. Cook	$12.95	(12.30)
SNOWPLOW, by Gerald M. Best	$ 6.00	(5.70)
20TH CENTURY LIMITED, by Lucius Beebe	$ 6.95	(6.60)
THE TRAINS WE RODE, by Beebe and Clegg, Vol I	$17.50	(16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol II	$17.50	(16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	(5.65)
DELAWARE & HUDSON, by James Shaughnessy	$16.50	(15.65)
OPEN THROTTLE (rail-fiction stories)	$ 6.95	(6.60)
GREAT LAKES CAR FERRIES, by George W. Hilton	$ 6.00	(5.70)
THE MA & PA, by George W. Hilton	$ 6.00	(5.70)
THE RUTLAND ROAD, by James Shaughnessy	$11.50	(10.90)
JANE'S WORLD RAILWAYS	$72.50	(68.90)
RIGHT-OF-WAY (Abandoned Roads)	$ 5.95	(5.65)
CIVIL WAR RAILROADS & MODELS, by E.P. Alexander	$15.95	(15.15)
THE GREAT TRAINS, by Bryan Morgan	$35.00	(33.25)
CHICAGO SURFACE LINES, by Alan R. Lind	$17.50	(16.60)
THE STORY OF EDDYSTONE (Baldwin Loco Works)	$ 8.95	(8.50)
STEAM ON THE ANTHRACITE ROADS, by Mike Eagleson	$ 6.50	(6.15)
THE YELLOW CARS OF LOS ANGELES	$27.50	(26.10)

SWITCH LIST

All ads in this section cost 35¢ a word (minimum 25 words, no maximum), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 150 East 58th Street, 35th floor, New York, N.Y. 10022. Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: May issue closed Feb. 15.)

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

SEND LONG SSE for listing of over 60 railroad lanterns. Also switch keys, locks and signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

1977 COLOR SLIDE CATALOG: over 5,500 different diesel, electric, and some steam locomotives from across North America, representing 380 Class I, shortline and industrial roads. Catalog includes model, road number, and paint scheme of each unit. Over 300 different models included. Send $2 for catalog and sample to Porreca, Box 22, Boulder, Colo. 80306.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

MICHAEL EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856 sells 3-foot 2-8-2 cutaway rendering, $1.95 ppd.; also set of 10 new steam/diesel postcards, $1.75 ppd.

BIG LIST: DINING CAR CHINA, glasses, silver, cloth. Railroad, Pullman items. Stationery, timetables, menus. Display, eat from dining-car dishes. Send long SSE to James McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy railroad souvenirs, glass, metal, paper, cloth from Pullmans, dining cars, lounge cars, freights, etc. Small to large amounts, good prices paid.

PAUL GARDE, 35-SLIDES CO., Box 6098, Colorado Springs, Colo. 80934, retired except to sell remaining railroad and trolley collections (no Western), books, magazines, lab set-up. Large SSE for info; state wants.

OLD STATE, RAILROAD, AND COUNTY MAPS, 70 to 110 years old, all states. 13¢ stamp for catalog.—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

RAILROAD MAGAZINE, RMC, Trains. MR, Official Guides, other rail periodicals from 1930s, '40s to present. Full years and singles. List SSE.—F&W Enterprises, Box 65, Richardson, Texas 75080.

RAILROAD STOCK CERTIFICATES! Catalog plus beautiful certificates $2. I am eager to buy stocks, bonds, and Western railroad passes. Write!—Ken Prag, Box 531R, Burlingame, Calif. 94010.

FOR SALE: Reconditioned folding roll-film cameras, sizes 120-620, for large, oblong negatives. Also reconditioned regular 8mm, 16mm movie cameras. Long SSE for lists.—Roger Arcara, 1525 Leland Ave., Bronx, N.Y. 10460.

OUR LINE OF 41 STEAM and electric railroad sound recordings being remastered to 12". Free information on pre-production savings plan.—Railroad Record Club, Hawkins, Wisc. 54530.

RAILROADIANA COLLECTION items being sold. Lanterns, hat badges, loco headlights, builders' plates, switch lamps, etc. Send large SSE for list.—Dick Aichele, Box 184, Little Falls, N.J. 07424.

TINPLATE WIDE-GAGE trains, accessories, catalogs, wanted!—Alden Miller, 3212-34th Ave. South, Minneapolis, Minn. 55406.

AMERICA'S LEADING BUYER (over $60,000 every year) pays more for most fine old railroad collector's items, any quantity. Why sell for less?—Scott Arden, 20457 Highway 126, Noti, Ore. 97461.

BICENTENNIAL STEAM, diesel, and traction throughout the United States is covered in the illustrated roster featured in the Bicentennial Edition of the *Railhead*, historical journal of Blackhawk Chapter, NRHS. Other articles on IC nostalgia, EJ&E centercabs. $2.75 per copy (includes first-class mail in flat envelope) from Railhead, P.O. Box A-3795, Chicago, Ill. 60690.

AVAILABLE: *The Northeast Railroad Scene: A Brief Look Before Conrail*, #1; *The Lehigh Valley*, #2; *The Lehigh & Hudson*, $4 each. New #3, *The Reading*, $5.—John Bissell, Box 11A, Netcong, N.J. 07857.

BOSTON AREA TRANSPORTATION original kodachrome slides by railfanette Marilyn MacNair. Set A, trolleys/subways. Set C, diesels/commuter trains. Set D, aircraft. Set E, little of each above sets. $8.75 set. No lists; slides are shot when your order arrives. Nikon quality.—Marilyn MacNair, 18 Lambert Ave., Lynn, Mass. 01901.

FOR SALE: WHISTLE from Frisco Mountain 4-8-2 #1586, solid bronze, $150. Send $1 and SSE for color photos and dimension spec sheet.—Larry Herget, 19 Saline Lane, Fenton, Mo. 63026.

NEW LIONEL TRAINS, lowest prices. Old items often in stock. SSE for price list, collectors bulletin.—West Shore RR Co., P.O. Box 573, Suffern, N.Y. 10901. Phone: 914-357-5452.

BACK ISSUES *Railroad Magazine, Trains, Model Railroader, Railroad Model Craftsman, Model Trains,* others. SSE for list.—J. Alker, 1054 Mayflower Court, Martinsville, N.J. 08836.

WANTED: Negatives, transfers, tickets, anything on Scranton Railway Co., Scranton Transit Co., Northern Electric Street Ry.—Charles Wrobleski, Box 663, Scranton, Pa. 18501.

MAPS, TRAVEL LITERATURE, railroad and bus tts., *Official Guides,* Russells guides wanted, new and used. Send lists and price.—D. Brainard, P.O. Box 5606, San Bernardino, Calif. 92412.

FOR SALE: 1929, 4½-ton, 3'-gauge Plymouth loco, friction drive, chain-driven, 2 pass. cars, 7 tons rail and turnouts, excellent condition. All, $8,000.—John W. Smith, R.D. #1, Box 69, Dayton, Pa. 16222.

NEW HAMPSHIRE AND VERMONT TRACTION: Photographs sent on approval; you pay 1st class postage both ways. Nashua, Springfield, Manchester, Berlin, Claremont, Concord, Portsmouth, Unconoonuc Incline, Norway & Paris; Portsmouth, Kittery & York; Messabesic Lake & Rochester, Springfield Terminal, Bennington & Hoosick Falls, St. Albans, Bellows Falls & Saxtons River, Burlington Traction, Brattleboro, Mont Barre, Rutland, and others. Size 616, 70¢ each. Misc. sizes, 95¢ each. 122 size, $1.10 each. Jumbo 122's, $1.20 each. 4x5's, $2 each. 5x7's, $5 each. 8x10's, $6.50 each.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

Our New Address:

RAILROAD MAGAZINE

150 East 58th Street
35th Floor
New York, N.Y. 10022

NEW HAMPSHIRE & VERMONT TRACTION: Negatives, originals and copies, sent on approval. You pay registered mail both ways. Same lines as noted in our photograph listings. No list; state wants.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

"RAILROADS IN TOMPKINS COUNTY, N.Y., 1828-1977," 64 pages, 24 illustrations. Folding map of visible sites (inclined planes, switchbacks, trolley-steam-gasoline short line). Locomotive roster.—DeWitt Historical Society, North Cayuga St., Ithaca, N.Y. 14850. $3.95 plus 50¢ handling. N.Y. state residents add 7 percent tax.

NEW SPRING LIST, No. 240, passenger tts., folders, employee tts., annual reports, magazines, train orders, playing cards, bargains, etc., for 28¢ in stamps.—Meyer, 128 Corner St., Watertown, Wisc. 53094. ●

Coming Events

(No charge for listing here)

April 22, 23: Nashua Valley Railroad Assn. Railfair '78 and 16th annual open house, Bolton, Mass. Dealer and manufacturer displays, rail movies, clinics, demonstrations, "white elephant" sales, prototype displays, operating layouts. Sat. 12 noon-8 p.m.; Sun. 12 noon-6 p.m. Adults $1, kids 6-12 50¢. Geo. A. Bishop, care of SMP Industries, P.O. Box 72, Hudson Rd., Bolton, Mass. 01740.

April 23: Midwest Region, National Assn. of Timetable Collectors show, Howard Johnson Motor Lodge, Intersection 74 and U.S. 45, Urbana, Ill., 9 a.m.-5 p.m. Tables $5. Admission 50¢. Info from Kent Hannah, P.O. Box 135, Lyons, Ill. 60534.

April 29-30: Midwest Region, Railroadiana Collectors Assn., Inc., meet at Ramada Inn North at I-71 and U.S. 161, Columbus, Ohio. Rail memorabilia. Buy, sell, trade. Located near Ohio Ry. Museum. Admission $1. Contact Dave Handal, 3120 Polley Rd., Columbus, Ohio 43220.

May 5-7: annual meeting Railway & Locomotive Historical Society, Cambridge, Mass. Trips, gala dinner with top speaker, special luncheon, board of director's meeting, etc. Info from Howard F. Greene, president, Box 966, Pocasset, Mass. 02559.

May 5-7: 4th annual Railroad Weekend in the Alleghenies. Incl. authentic logging train, Cass

to Bald Knob, W. Va. Heavyweight passenger special on Allegheny Central with ex-CP G-5 Pacific and often platform private car. Both trains limited to 45 adults. Free cab rides, photo run-bys. Single fare $48.80. Train crew banquet, Cass, Sat. evening. Optional Starlight Special Frit. with Bar-B-Q supper enroute, night photos at Cass, $22. Send large SSE to CALS, Inc., 9617 Hillridge Dr., Kensignton, Md. 20795.

May 6: New Haven Railroad Hist. & Tech. Assn. Annual Reunion on Valley R.R., Essex, Conn. Early a.m. steam run, photo stop, flea market, dealers, model displays, slide programs, 9:30 a.m.-5:30 p.m. Contact Gordon Cochrane, 256 Central St., Foxboro, Mass. 02035.

May 6, 7: 4th annual model rr. extravaganza, Ramada Inn, I-71 and Bagley Rd., Cleveland (Middlebury Heights) Ohio. Flea market, operating layout, clinic, displays, free parking, Adults $2, kids $1, family maximum $3. 10 a.m.-6 p.m. Info from Herb Parkhurst, 9220 Cambridge Ave., Cleveland, Ohio 44105.

May 6: 2nd annual railroadiana auction benefit Pottstown-NRHS at Old St. Lukes Lutheran Church, off Rte. 73, behind Post Office, Gilbertsville, Pa. Auctioneer is Ted Maurer, 1931 N. Charlotte St., Pottstown, Pa. 19464.

May 12-14: "Rails Are Great In '78," Spring Mid Central Region, NMRA convention, Hospitality Motor Inn-South I-77 at Rockside Rd., Cleveland (Independence), Ohio. Prototype tours, displays, clinics, more. Details from Al Mallory 1610 Treadway, Cleveland, Ohio 44109.

May 13, June 17: Big Bash Train Meet at Sears, AHM Bldg., D and Tioga sts., Philadelphia, 9 a.m.-2:30 p.m. Operating layouts, movies, auction. Pre-registered 8 ft. tables $5. Pre-registration $1, at door $1.50. Kids under 12 with adult free. Info and SSE to Bernie Paul, D and Tioga sts., Philadelphia, Pa. 19134.

May 13: Railfan Day at Canadian Railway Museum, St. Constant, Que. Photograph rare historical equipment normally kept inside museum. Free rides on operational equipment. Charter bus service available from downtown to museum site. All for $10. Info from Museum Day, CRHA Excursions, P.O. Box 22, Station 'B', Montreal, Que. H3B 3J5, Canada.

May 20-21: annual Cass Scenic Railfan Weekend. Steam locos on 11% grades, switchbacks, night photos on two-day weekend. Write Cass Scenic R.R., Cass, W. Va. 24927.

May 20-21: Shortline railfan weekend over Morehead & Morgan Fork R.R., Morehead, Ky. Ride scenic Cumberland mountain line behind first-generation diesel, speeders, and possibly 0-6-0. Free space for flea market and camping. Unlimited trips all weekend. Adults $2, kids $1. SSE for details to Bluegrass Railroad Museum, P.O. Box 1711, Lexington, Ky. 40592.

May 20: National Assn. of Timetable Collectors, Calif. Chapt., railroadiana show and sale. Howard Johnson's Resort Lodge, 4222 Vineland Ave., North Hollywood, Calif., Vineland off-ramp, Hollywood Freeway, 9 a.m.-5 p.m. Buy, sell, trade, tts., hardware, pix, etc. Write J.E. Wollam, P.O. Box 8272, Glendale, Calif. 91214.

May 21: Suffolk County Model RR. Engineers Train Meet, 10 a.m.-3 p.m., K. of C. Hall, Hawthorne Ave., East Islip, N.Y. Buy, sell, trade trains, all gages, scales, other railroadiana. Adults at door $2, kids under 12 free. Contact Ed Jablonsky, 25 Race Place, Oakdale, N.Y. 11769.

June 3-4: steam/electric New England weekend. Chartered bus from Montreal visiting Conway Scenic, Seashore Electric Trolley Museum, Wolfeboro R.R. Return Sunday. Tickets, double occupancy, $50. Info from CRHA Excursions, P.O. Box 22, Station B, Montreal, Que. H3B 3J5, Canada.

June 6-8: United Transportation Union, Region 6 meeting, Fairmont Hotel, 123 Baronne St., New Orleans, La. June 13-15: UTU, Region 9, War Bonnet Inn, 2100 Cornell Ave., Butte, Mont.

June 10: Clinchfield steam One-spot, Erwin, Tenn., to St. Paul, Va., round trip. Stops in Johnson City and Kingsport. Lv. Erwin, 7 a.m., return later in day. Photo stops, run-bys. Fare $35. Write Dean Odiorne, East Tenn. Rail Fan Assn., 129 Rosefield Dr., Kingsport, Tenn. 37660.

June 17: 9th annual Railfans Day on Edaville R.R., South Carver, Mass., sponsored by Bemis St. Ry. Giant rail flea market, model show, double and triple headers, steam, diesel frt. trains, photo run-bys. Photo contest. Admission is proof of railfan group membership with regular entrance fee. Ride all day, 11 a.m.-5 p.m. Write Skip Clark, 21 Endicott St., Newton Highlands, Mass. 02161.

June 24-25: 2nd annual Midwest Region, Railroadiana Collectors Assn., Inc., memorabilia and meet, Holiday Inn, I-80 and Rte. 51, LaSalle-Peru, Ill., Sat. 10 a.m.-5 p.m., Sun. 10 a.m.-2 p.m. Adults $1, kids under 12 with parents free. Tables: members $6, non-members $10. Contact John Carpenter, P.O. Box 401, Sheridan, Ill. 60551.

Aug. 31-Sept. 4: Inter/rail 78, National Railway Historical Society convention in Portland, Seattle, Vancouver, B.C. Activities incl. The Dalles Dam R.R., Portland Zoo Ry., OP&E, Amtrak, Yakima Trolley line, S.S. Princess Marguerite, and doubleheaded steam on B.C. Ry. Send SSE for details. Pacific Northwest-NRHS, Rm. 1, Union Station, Portland, Ore. 97209. ●

For nearly 80 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and centre-spread, and a Panorama section of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances, with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects—mainly British, but including overseas items.

Subscriptions post free, $18.20 per year ($31.50 airmail)

RAILWAY MAGAZINE

DORSET HOUSE,
STAMFORD STREET,
LONDON, SE1 9LU ENGLAND

Narcissa Vilestre

Matilde G. Pugoy

Pen Pals Wanted

(No charge for listing in this section)

Miss Matilde G. Pugoy (age 18), 280 D. Tupas St., Cebu City 6401, Philippines, university student.

(Mr.) Gil Tabucanon (age 16), 72-Rizal St., Orma City, Leyte 7128, Philippines, collects stamps, photos, likes poetry, sports.

Michel Laminette (age 16), 15 Rue de Seichamps, Pulnoy, 54420 Saulxures-les-Nancy, France, stationmaster's son interested in stamps, athletics, reading, will correspond in English or French with railroader's son.

Miss Diane Apted (age 15), 36 Mayfield St., Newnham, Launceston, Tasmania, 7250, New Zealand.

Bernie Siffel (age 45), 9200 State Rd., Philadelphia, Pa. 19114, single, plays guitar, sings Western music, wants to hear from women readers.

Miss Angelina G. Saye (age 37), Bulacao, Pardo, Cebu City 6401, Philippines, clerk, will write to pen pal regardless of age if he is thoughtful, responsible, kind.

Miss Dioselyn Lomoljo (age 19), Miller Compound, 122 V. Urgello St., Cebu City 6401, Philippines, college student, likes skating, reading, dancing.

Miss Leilani Mangubat (age 20), 122 V. Urgello St., Cebu City 6401, Philippines, college student, collects stamps and dolls, dances, reads paperbacks.

Miss Karen Adamski (age 17), 11 Robert Dr., Apt. 104, Lancaster, N.Y. 14086, writes poems, draws, paints, likes bass guitars, sports, partying.

Miss Maria Cabinum (age 17), 280 D, Sawang, Nan Nicolas, Cebu City 6401, Philippines, high school student.

Gary R. Hauver (age 30), R.D. 2, Bowley Rd., Elmira, N.Y. 14901, interested in trains, music, companionship, will write to railfanette around his age.

Miss Emily Carian (age 18), 122 V. Urgello St., Cebu City 6401, Philippines, collects stamps, likes reading, dancing, music.

Miss Rebecca Jocom Lugo (age 17), 208 Col. Caberos St., Basak, Cebu City 6401, Philippines, high school student, sketches, strums guitar, plays chess.

Miss Narcisa C. Vilvestre (age 21), Montaneza, Malabuyoc, Cebu City 6401, Philippines. ●

Why do some people think Bud® is sort of special?

Go ahead and find out why!

(Brewing beer right *does* make a difference.)

Budweiser®
KING OF BEERS®
Brewed by our original process from the Choicest Hops, Rice and Best Barley Malt
THE LARGEST SELLING BEER IN THE WORLD
Anheuser-Busch, Inc.
ST. LOUIS, NEWARK, LOS ANGELES, TAMPA, HOUSTON
COLUMBUS, JACKSONVILLE, MERRIMACK, WILLIAMSBURG

When you say Budweiser®, you've said it all!

ANHEUSER-BUSCH, INC. • ST. LOUIS